



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

39011A
R475

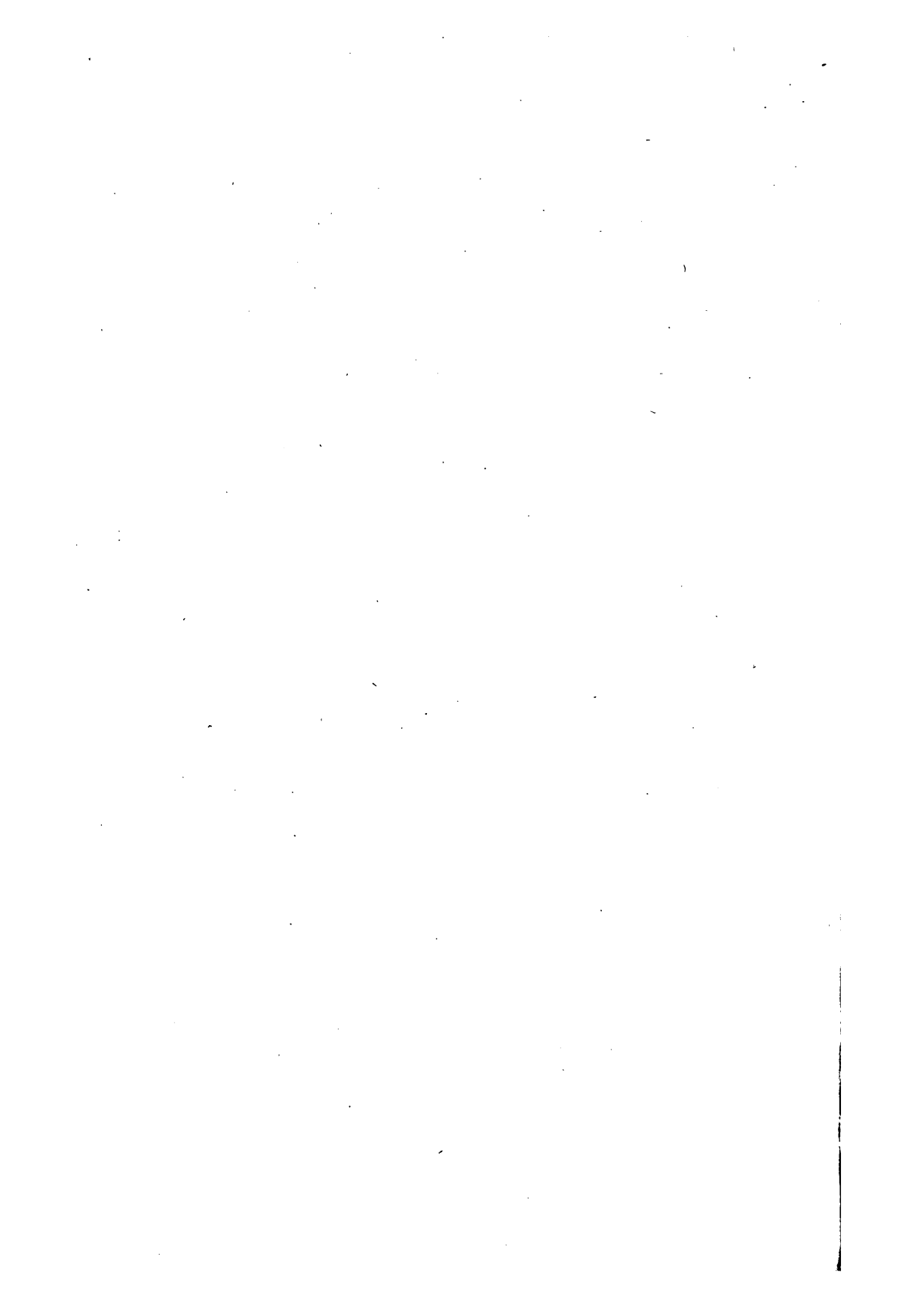




380.174
R475





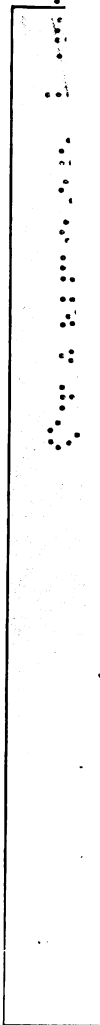


SECRET



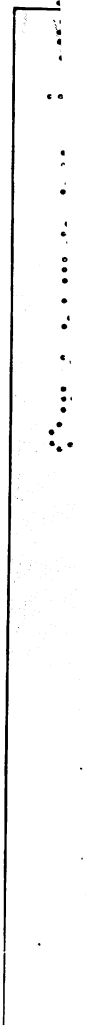
N. Y., N. H. & H. R. R., ARTHUR AVENUE EXTENSION, ABOLISHING ACORN STREET CROSSING.

R,



15.

R,



State of Rhode Island and Providence Plantations.

ANNUAL REPORT
OF THE
RAILROAD COMMISSIONER,
FOR THE YEAR ENDING DECEMBER 31,
1905,

MADE TO THE
GENERAL ASSEMBLY,
AT ITS
JANUARY SESSION, 1906.

STANFORD LIBRARY

PROVIDENCE, R. I.
E. L. FREEMAN & SONS, STATE PRINTERS.

1906.

7.

LIBRARY
BUREAU OF RAILWAY ECONOMICS,
WASHINGTON, D. C.

FEB 16 1911

160916

YRA98U 0907MAT2

ST. JOHNS LIBRARY

REPORT.

To the Honorable the General Assembly of Rhode Island.

GENTLEMEN:—As required by the provisions of section six, chapter one hundred and eighty-seven, of the General Laws, I herewith present my annual report upon the condition and proceedings of the several railroad corporations chartered or doing business in the State, together with such suggestions and recommendations in regard thereto as seem to me to be of importance to the welfare of the public.

The annual returns of the several steam and electric railroads organized under the laws of this State, or doing business or operating railroads within its territory, will be found in full in the appendix, with tables compiled therefrom giving the more important statistics of their operation. These returns, as required by law, are made up to June 30, 1905.

My general report, however, is for the calendar year from January 1, 1905, to December 31, 1905.

The year 1905 has been a most successful one for the railroads of the United States. The crops have been abundant, the production of the various metals has been the largest ever recorded, the output of coal has been largely increased, and the product of all kinds of textile and other manufactories has shown a marked improvement over those of the previous year.

As a natural result the railroads have had a very prosperous year and their facilities for the transportation of freight have been taxed to the utmost—in fact they have been unable to furnish the cars

JUN 14 1910
1905-1909. R.I. Ry. Com. - G.

required by their customers—and as a consequence there has been unavoidable delays in the movement of freight.

During the year 1905 the car and locomotive builders turned out nearly 5,500 locomotives and 168,000 cars. This is larger than the output of any previous year. This does not include locomotives or cars built in the shops of the railroad companies. Still the supply of both locomotives and cars is insufficient, and the number of new cars and locomotives already ordered in advance, it is reported, is larger than all the locomotive and car building works can turn out in a year; the Erie Railroad having placed orders for 5,500 steel freight cars, and the Pennsylvania Railroad has placed orders for cars amounting to more than five million dollars.

According to the Railway Age, the total mileage of the railroads of the United States is 217,328 miles. This is an increase in mileage of 4,292 miles. The increase has been mostly in the northwest and the southwest: only 73 miles have been constructed in New England, 72 in Maine and 1 mile in Massachusetts. The mileage in this State remains the same as for several years past.

The returns made to the United States Commerce Commission for the year ending June 30, 1905, from 752 operating companies, representing a mileage of 214,477.82 miles, which is about 99 per cent. of the total mileage, show that the gross earnings were \$2,073,177,325. This comprises passenger earnings of \$572,109,366; freight earnings of \$1,449,182,702; miscellaneous earnings, including express, carriage of mails, etc., of \$51,885,257. The gross earnings averaged \$9,666 per mile of line. This average is considerably larger than that of any other year reported by the Commission.

The operating expenses of these railroads amounted to \$1,383,896,253, or \$6,308 per mile.

The net earnings of the same roads were \$689,592,921, an increase over the previous year of \$54,918,360. These roads also received as income from investments and miscellaneous sources the sum of \$114,636,642, making their total income \$804,229,563. From this amount there were to be deducted interest on funded debt, rents of

leased lines, permanent improvements charged to income, taxes which amounted to \$58,533,381, and dividends \$196,080,237, leaving a surplus of \$90,234,263. This shows an increase in surplus, over that of 1904, of \$33,505,432.

The preliminary report further shows that the 752 operating companies paid dividends amounting to \$196,080,237, as against dividends declared practically by the same roads in 1904 of \$184,313,472, an increase in dividends of \$11,766,765. It should be stated, however, that the preliminary reports are confined to the returns of operating companies only, and all dividends declared by subsidiary companies would probably amount to about \$38,000,000, making the total dividends about \$233,708,514, as against total dividends in 1904 of \$221,941,049.

From the quarterly returns made to the Commission by the operating railroads for the year ending June 30, 1905, there were 3,778 persons killed and 55,416 injured. Of the killed 536 were passengers, and there were also 10,027 passengers injured. There were 3,242 employees killed and 45,387 injured. It should also be remembered that these reports deal only with passengers and employees on duty. In train accidents there were 350 passengers killed and 5,488 injured; of employees in train accidents there were 418 employees killed and 3,316 injured.

These figures should be sufficiently startling to open the eyes of railroad men, as well as those of the public, to the problem of devising if possible some way by which the dangers to both passengers and employees in railroad transportation should be reduced to a minimum.

Various explanations are given as reasons for the great increase in the number of train accidents, with the large increase in the number of passengers killed and injured. The conclusions of the Interstate Commerce Commission are that the lack of block system is the most prolific cause of train accidents.

Added to this the Commission has the following explanation:

"Another important feature of railroad operation is the hours of

labor of railroad employees, especially of enginemen, conductors and other trainmen, telegraph operators and signal men. All of these men are constantly charged with delicate and responsible duties, and they should never be on duty except when in good physical and mental condition. The need of a high standard in this respect and of care on the part of supervisory officers to see that proper regulations are maintained and obeyed is quite generally recognized, and a considerable number of railroads have prescribed rules limiting the hours of work and providing suitable rest periods; but these rules often appear to be very poorly enforced. Evidence of overwork appears frequently in the accident reports. Besides those cases of men remaining on duty because of wrecks or snowstorms or other emergencies, there is much irregularity in everyday train service.

"The disposition of men to work beyond reasonable limits of physical endurance, for the sake of facilitating the business of the railroad or to increase their earnings, may be seen in other departments than the train service. Signalmen, who usually work regular turns of twelve hours each, sometimes take each other's places in case of sickness or an unexpected call of a man away from his home, and thus remain on duty thirty-six hours at a time.

"This defect in the service, due to overwork, is frequently discovered in conjunction with a deficiency of another sort—inexperience. Men who have been but a few months in the service, and who have yet much to learn concerning some features of their duties, should be required to comply with the rest-time regulation with the most scrupulous care; yet it often happens; as has been shown in the accident records, that new men, admittedly less competent for their duties on that account, are the very ones who have been put to the additional test of working over hours.

"In the year now reported the bulletins have shown, for the first time, cases of disaster to freight trains due to the errors of enginemen under the influence of liquor. Accidents are also reported nearly every month in which the engineman or conductor at fault had fallen asleep, although he had not been overworked in the line of duty. His physical disability was due, presumably, to something that was wrong in his condition or conduct while off duty. Investigation by competent experts is needed to enable the public to know the full truth about cases of this kind."

SUMMARY OF STATISTICS.

The number of steam railroad corporations incorporated under the laws of this State or doing business therein, remains the same as last year, viz.: fourteen. Of these corporations, ten are operated by the New York, New Haven & Hartford Railroad Company, either by ownership of stock or upon long leases. The four remaining corporations, viz., The Narragansett Pier Railroad, the Wood River Branch Railroad, the Moshassuck Valley Railroad, and the Newport and Wickford Railroad and Steamboat Company, are still operated under their own charters.

The railroads in this State have shared in the general prosperity of the country, every road showing an increase in the number of persons carried, except the Moshassuck Valley Railroad, which shows a loss of 4,323. The total increase in number of passengers carried is 194,799.

Every road shows an increase in tons of merchandise transported, the total increase being 780,940 tons.

That the steam railroads in this State have been managed with carefulness and efficiency is shown by the fact that while they have carried over sixty-three million passengers not one has been killed by train accidents, and one person was killed at a station while attempting to get on moving train.

STEAM ROADS.

PROPERTY.

The paid up capital stock of the several steam railroad corporations is \$132,150,850.00; miles of road owned and operated, 2,532+; miles of road in this State, 209+; miles of track in this State, including sidings, turnouts and second tracks, 446+. The number of locomotives owned, 1,194; passenger train cars, 2,119; freight cars, 17,500.

As compared with last year's report, these figures show no in-

crease in capital stock; an increase in miles of road owned and operated, 17+, wholly without this State; an increase of about two miles of single track in this State; an increase in number of locomotives of 132; an increase in passenger train cars, 42; decrease in freight cars, 252.

The total property and assets of these corporations is reported as \$260,042,967.67, which is \$20,424,135.85 over and above the total amount of their capital stock and funded and floating indebtedness. This report shows an increase in property and assets of \$17,491,765.25.

INDEBTEDNESS.

The funded debt of these corporations is \$75,084,000.00; the floating debt, \$32,383,981.82; total indebtedness, \$107,467,981.82. As compared with last year's report, these figures show an increase in funded debt of \$13,648,682.23; an increase in floating debt of \$11,982,885.74; an increase in total indebtedness of \$25,631,567.97.

RECEIPTS AND EXPENDITURES.

The total receipts from all sources were \$55,294,358.49; total expenditures, \$46,371,856.77; net earnings, \$8,922,501.72. As compared with report of last year these figures show an increase in receipts of \$1,906,761.80; an increase in the expenditures of \$2,211,606.04; and a decrease in net earnings of \$304,844.24. The receipts of the roads were derived from the following sources, viz.: from passenger departments, \$24,225,736.30; from freight departments, \$25,412,242.73; from rents of road, express privileges, transportation of the mails, and all other sources, \$5,656,379.46. As compared with last year's report, these figures show an increase in receipts from passenger departments of \$708,302.93; an increase in receipts from freight departments of \$936,029.54; and from miscellaneous sources an increase of \$262,429.33.

DIVIDENDS.

Dividends were paid by eight of the railroad corporations; the dividends paid by six of them, however, were from rentals received

from lease of roads. The rates and amounts of dividends were as follows:

New York, New Haven & Hartford, 8 per cent.....	\$6,400,000 00
Providence & Worcester, 10 per cent.....	350,000 00
Pawtuxet Valley, 7 per cent.....	7,063 00
Old Colony, 7 per cent.....	1,250,998 00
Boston & Providence, 10 per cent.....	400,000 00
Providence, Warren & Bristol, 6 per cent., both common and preferred.....	26,244 00
New England, 3 per cent. on preferred stock.....	150,000 00
Providence & Springfield, 4 per cent.....	20,698 00
Total amount of dividends paid.....	\$8,605,003 00

The Rhode Island and Massachusetts Railroad, which is owned and operated by the New York, New Haven and Hartford Railroad Company, makes no return of receipts and expenditures, which are included in the returns of the operating company.

The Narragansett Pier Railroad Company paid no dividends, but reports surplus of \$8,538.27 against a deficit reported last year.

The Wood River Branch paid no dividend, but reports net earnings of \$889.46, showing a surplus of \$11,258.18.

The Newport and Wickford Railroad and Steamboat Company paid no dividend; reports deficit of \$1,041.40.

The Moshassuck Valley Railroad paid no dividend, but reports a surplus of \$52,690.36, with neither funded or floating indebtedness.

PASSENGERS CARRIED.

The total number of passengers carried by all the roads was 63,668,332, an increase of 194,799. The New York, New Haven & Hartford reports an increase of 193,016; the Newport and Wickford Railroad and Steamboat Company, an increase of 3,876; the Narragansett Pier Railroad Company, an increase of 285; the Wood River Branch, an increase of 1,945; and the Moshassuck Valley, a decrease of 4,323.

MERCHANDISE TRANSPORTED.

The total number of tons merchandise transported was 18,511,831, an increase of 780,940 tons. All the roads report an increase.

RATES OF FARE.

Rates of fare for local tickets range from 1.903 cents per mile, the average rate of the New York, New Haven & Hartford Railroad Company, to 5 cents per mile on the Newport and Wickford Railroad and Steamboat Company. Commutation tickets from 0.556 cents per mile on the New York, New Haven & Hartford Railroad Company, to 2½ cents per mile on the Newport and Wickford Railroad and Steamboat Company.

PERSONS EMPLOYED.

The total number of persons employed in this State by all the roads is reported as 2,617, a decrease of 8. This is the total number of employees who receive their pay in this State. Many employees on trains that run through this State receive their pay in Massachusetts and Connecticut and are credited to those States.

ROLLING STOCK.

There has been expended during the year for new equipment and repairs the sum of \$31,640,878.68; for maintenance of way and structures, \$5,802,238.29. These amounts have all been charged to expense account. Of the 1,194 locomotives, all are equipped with driver brakes; of the 2,119 passenger train cars, all are equipped with power brakes, and 2,116 have the improved quick acting pattern. Of the 17,500 freight cars, 17,326 have power brakes, and 17,489 are equipped with automatic couplers, as required by the laws of the United States.

The New York, New Haven & Hartford Railroad have added to their rolling stock 131 locomotives and 43 passenger cars with the latest improvements.

HEATING OF CARS.

The number of passenger cars heated by direct steam is 2,063; by steam heaters, 48; and by hot water, 2. None are reported in which stoves are used.

BRIDGES.

The number of bridges reported is 193; of these 18 are constructed of stone; 88 of iron, and 87 of wood. This is two less than reported last year. This is accounted for by the fact that Bridge No. 82 at Jackson station and Bridge No. 37 at Wickford Junction have been filled in, culverts having been provided for the passage of the water. On the New York, New Haven & Hartford Railroad five wooden bridges have been replaced by structures of steel, and many others have been strengthened. A full account of these bridges will be found under the heading "Improvements."

STATIONS.

The number of regular stopping places for trains is reported as 126; in addition there are 50 flag stations; station buildings or shelters are provided at 126 places. There has been no particular improvement in the character of the buildings and accommodations furnished. The station buildings in Providence and some other places are kept clean and comfortable, but too many waiting rooms are dirty. In some places it is difficult to see an approaching train through the windows. The station building at Pawtucket has outlived its usefulness. The waiting room for men, originally too small, now has news stand, boot-blackening stand, telegraph office, etc., crowded into it, so that the accommodations for passengers are sometimes so limited that even standing room can not be found except upon the platform. The dangerous conditions heretofore mentioned along the whole front of this station still continue, and it is almost a miracle that so few accidents occur. A city of the size of Pawtucket, with the business that is done at this station, is cer-

tainly worthy of a decent and comfortable waiting room for its passengers.

GRADE CROSSINGS.

The total number of grade crossings is reported as 215, a decrease of one over the number reported last year. The number of private or farm crossings reported is 320, a decrease of six over the number reported last year.

There were but two accidents reported at grade crossings during the year, and in both cases the fault was with the persons themselves. The one that was killed was a boy of eight years, who went under the gates after they were lowered, and against the warnings of the crossing tender. The other was that of a man who drove directly in front of a moving train.

FLAGMEN REPLACED.

The substitution of electric bells in place of flagmen at the grade crossings of the East Providence Branch of the New York, New Haven & Hartford Railroad Company in the city of Pawtucket, viz.: Beverage Hill Road, Campbell street, Smith street, Prairie avenue, Walcott street and Brook street, was not satisfactory either to the public or myself, and on the seventh of February I ordered the flagmen to be replaced at these crossings. The order went into effect on the 13th of February, and the flagmen were replaced.

CROSSING AT BRISTOL.

On the 18th of March I received a communication from the assistant attorney of the New York, New Haven & Hartford Railroad, calling my attention to the conditions under which the electric cars of the Providence, Warren and Bristol Railroad crossed the tracks of the Rhode Island Suburban Railway at Thames street, Bristol. After investigation I found that the tracks were used by the Suburban road only for freight and express and but four times each day, while the cars of the other company crossed forty-two times each day;

and as they were required to come to a full stop each time, it caused delay and annoyance to the passengers. I also found that the cars of the Suburban road used these tracks wholly or principally between the hours of 9 to 11 o'clock A. M. and 2:30 to 4:30 P. M. On the 16th of June I revoked the former order and issued a new one, requiring all cars approaching this crossing to slow down to a speed of not more than eight miles per hour, and to have cars under control, and that between the hours stated above extra precautions must be used by the motormen and conductors for the safety of all trains.

LEWIS CROSSING.

On the 20th of March I received a request from the assistant attorney of the New York, New Haven & Hartford Railroad for permission to install an electric bell at the Lewis's crossing, so called, in the town of Coventry, in place of flagman. I found upon examination that the flagman had been placed there by orders of the town council of Coventry, and that he was on duty in the day time only from the first of May until the last of November in each year. Inasmuch as there were but a few trains daily, and as an electric bell would be on duty for all trains, both day and night, and thereby be of much greater service in the warning of highway travelers, I issued an order, on the 20th of April, authorizing the substitution of an electric bell and requiring a notice to be posted on each side of said crossing to that effect.

CROSSING AT NARRAGANSETT PIER.

On the 29th of May I received a petition from the Sea View Railroad Company, asking permission to lay their tracks across the tracks of the Narragansett Pier Railroad Company, at grade, in Boone street, town of Narragansett.

I notified the attorney for the Sea View Railroad, and also the president of the Narragansett Pier Railroad, that I would visit Narragansett Pier on the 6th of June, for the purpose of examining

the location of the proposed crossing and considering the application therefor. I also notified other parties in interest.

On the date mentioned I visited the locality and examined the proposed route of the Sea View Railroad from its present station in Narragansett to and across the Narragansett Pier Railroad. The proposed crossing is near the station of the latter road, and the track of the steam road is used only for transporting freight and passenger cars to and from the car house. The officials of the steam road made no objection to the crossing, but rather favored it, as by crossing at this point the present grade crossing at what is known as Sea View Junction would be abolished.

The town council of Narragansett also gave their consent to the laying of the tracks on Boone street. On the 10th of June I issued an order giving my consent to the grade crossing at Boone street in the town of Narragansett, specifying the conditions under which it was to be made and operated and providing that when it was completed the present grade crossing at the Sea View Junction should be abolished and rails and cross-overs taken up.

This order in full will be found in the correspondence following.

PASCOAG CROSSING.

On the 10th of May I received a communication from A. H. Sayles, of Pascoag, complaining of the dangerous condition of the grade crossing at Pascoag station. He stated that cars were left standing so near the crossing that it was difficult for persons on the highway approaching the crossing to see whether it was clear or not, and that cars were switched across without any protection.

I at once took the matter up with the superintendent of the Midland Division, and reminded him that an agreement had been made some years ago, by which, in place of a regular flagman at this crossing, the railroad officials had agreed to have every engine and car that crossed there properly flagged. At that time the passenger train service beyond Pascoag station had been discontinued, and the tracks beyond the crossing were used only for switching and

making up trains. I also asked him if it would be practicable to install an electric bell at the crossing. In reply he admitted that there was such an agreement and promised that it should be carried out, and that every engine or train crossing the highway should be flagged. He also stated that it would not be practicable to install an electric bell at that point as it would ring, on account of switching, at times when there was nothing to prevent vehicles or pedestrians from crossing. He added that some of the trouble at this crossing was caused by the extension of and increased train service between Pascoag and Douglas Junction.

CHANGES AT GRADE CROSSINGS IN WARREN.

On the 7th of June I received a communication from the assistant attorney of the New York, New Haven & Hartford Railroad Company, calling my attention to several grade crossings in Barrington that were in close proximity, and also to similar conditions that existed at Market and Child streets, and at Franklin, Cherry, and Main streets in the town of Warren. He also asked to operate the two gates at Nayatt from a centrally located watchman's tower, and to install similar apparatus at Market street and Child street, and also at Franklin, Cherry, and Main street crossings in Warren.

I visited the several localities, gave careful consideration to the surroundings and on the 16th of June I notified Assistant Attorney N. W. Smith that I was "willing the experiment should be tried at either one of the localities mentioned," and "if the result was satisfactory and I was convinced that the safety of travelers on the highways was more fully assured by such an arrangement, I would then take such further action as I might deem advisable." I also asked him to notify me when new plan was ready for operation.

Acting under the above permission the railroad company began to prepare for new arrangement, but had not completed its work when a petition signed by the town council and 158 citizens of the town of Warren and its vicinity was presented to me, protesting against the withdrawal of any flagmen from any railroad crossing in the town

of Warren. The town council of Warren, at its meeting September 15, also passed a resolution protesting "against the withdrawal of the flagmen from said crossings, believing that their maintenance there is necessary for the protection of the public. Main street, Child street, and Market street being the main thoroughfares of the town over and along which there is a large and constantly increasing travel, and which will, as this council believes, be seriously menaced by such withdrawal."

The council also asked that a hearing be granted by the Railroad Commissioner before acting finally upon the petition and request of the railroad officials.

I notified the town council of Warren and the superintendent of the Worcester Division that I would give a public hearing in the matter at the town house in Warren on Tuesday, October 10, at 10:30 o'clock.

The hearing was quite largely attended, and after hearing all who desired and an explanation of what action was proposed on the part of the railroad company, the matter was continued with the understanding that the railroad company might install the proposed apparatus at one of the localities indicated, and that when it was ready for operation I would examine same and render my decision in relation thereto.

CROSSING AT WICKFORD.

Several complaints having been made to me in regard to the manner in which the cars of the Sea View Railroad were run over the highway grade crossing at station No. 14 in Wickford, both as to rate of speed and lack of signals, I notified the general manager of the railroad of the fact, and requested that especial precautions be taken at the crossing indicated. So far as I have been able to ascertain, the operation of the road at this crossing has been much more satisfactory.

STANFORD LIBRARY



N. Y., N. H. & H. R. BRIDGE OVER PAWCATUCK RIVER, NEAR CAROLINA.

УВАЖЛИ ОБОЖНАТЪ

WHAT IS A GRADE CROSSING?

I received from W. J. Jones, superintendent of the Newport and Providence Railway Company, a letter containing the following question: "Will you please define 'crossing at grade,' as referred to in your report which we have to fill out. We have several street crossings and openings out onto our track, but do not know just what head they come under." This question I answered as follows, viz.: "A strict interpretation of the State law would call every place where the electric or street road crossed a street or highway a grade crossing, and would require signs to be placed at every such crossing. I have, however, decided not to ask for any returns of grade crossings in thickly settled parts of cities and towns, but only in the rural districts, where direct crossings are made of highways, and also where the tracks cross any other railroad at grade, either steam or electric. It may be found that some of these highway crossings are so dangerous as to require signs placed for the protection of travelers on the highways. If the crossing is only from one part of a farm to another, and not an accepted highway, it should be placed as a 'farm crossing,' and not a grade crossing."

I have several times called the attention of the General Assembly to the fact that the railroad laws need a thorough revision, as they were originally intended for steam roads alone, and when amended so as to include street or trolley roads, many provisions that were designed to apply to steam roads were apparently overlooked.

The following correspondence in relation to grade crossings will give more detailed information than is found in the foregoing accounts:

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, February 7, 1905.

JOHN A. DROEGE, Esq.,

Supt., Worcester Division, N. Y., N. H. & H. R. R. Co.

DEAR SIR:—In accordance with the provisions of Chapter 701 of the Public Laws of the State of Rhode Island, passed June 1, 1899, you are hereby directed

to replace the flagmen at the several grade crossings on the East Providence Branch of the Worcester Division of the New York, New Haven & Hartford Railroad Company, known as Beverage Hill road, Campbell street, Smith street, Prairie avenue, Walcott street, and Brook street, all in the city of Pawtucket. This order to take effect on and after Monday, February 13th, 1905.

Yours respectfully,

E. L. FREEMAN,

Railroad Commissioner.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

DEPARTMENT OF LAW, REAL ESTATE AND TAXES (PROVIDENCE OFFICE).

PROVIDENCE, R. I., March 18, 1905.

HON. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—I beg to call your attention to the conditions under which this company's cars cross tracks of the Rhode Island Suburban Railway Company in Thames street, Bristol.

By your order of July 12th, 1902, each of this company's cars before making such crossing must come to a full stop, and in conformity to such order twenty-one trains in each direction operated by this company stop before making the crossing. I am informed that the Suburban Company uses its tracks only for freight and express business, and it makes but two crossings in each direction; between 9:00 and 11:00 A. M., and between 2:30 and 4:30 P. M.

Inasmuch as this company's trains all carry passengers who are delayed at this crossing, it would seem for the improvement of the public service that the Suburban Company's cars rather than this company's trains stop before making the crossing.

If this plan does not meet with your approval I would suggest that your order of July 12th, 1902, be modified so that it will require the passenger trains to stop only between the hours of 9:00 and 11:00 A. M. and 2:30 and 4:30 P. M., which periods, according to the Suburban Company's schedule, are the only ones during the twenty-four hours when there is danger of collision.

Yours truly,

N. W. SMITH,

Assistant Attorney.

THE RHODE ISLAND COMPANY,

GENERAL MANAGER'S OFFICE,

PROVIDENCE, R. I., March 31, 1905.

MR. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—I beg to enclose herewith letter addressed to you from the New York, New Haven & Hartford Railroad Company under date of the 18th inst., which Mr. A. T. Potter advises me he has taken up with you, and that he has explained our position in the matter to your satisfaction.

Very truly yours,

ROBERT I. TODD,

General Manager.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, June 16, 1905.

N. W. SMITH, ESQ.,

Assistant Attorney, N. Y., N. H. & H. R. R. Co.

DEAR SIR:—The order from this office July 12th, 1902, requiring all trains on the Fall River, Warren and Bristol Branch to come to a full stop before crossing the tracks of the Rhode Island Company on Thames street in the town of Bristol is hereby revoked. After this date all trains approaching this crossing from either direction must slow down to a speed not more than eight miles an hour and the trains must be under control; every possible precaution must be exercised by the motorman at this crossing, especially between the hours of 9:00 and 11:00 A. M. and 2:30 and 4:30 P. M.

E. L. FREEMAN,

Railroad Commissioner.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

DEPARTMENT OF LAW, REAL ESTATE AND TAXES (PROVIDENCE OFFICE),

PROVIDENCE, R. I., June 17, 1905.

HON. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—I beg to acknowledge receipt of your favor of the 16th inst., revoking your order of July 12th, 1902, in the matter of stoppage of trains before

crossing the tracks of the Rhode Island Suburban Railway Company on Thames street, Bristol, R. I.

I note your order covering the matter and will see that the same will be carefully complied with.

Yours truly,

N. W. SMITH,

Assistant Attorney.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

DEPARTMENT OF LAW, REAL ESTATE, AND TAXES,

PROVIDENCE, R. I., March 20, 1905.

HON. EDWARD L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—By order of the town council at Coventry made some time ago this company stations a flagman in the daytime from the first of May to the last of November in each year, at Lewis crossing, so called, about a mile south (geographically west) of Greene station on the Willimantic Branch.

A comparatively small amount of traffic moves over this crossing, and a portion of such traffic moves in the night time. It would seem that the substitution of an electric gong for the flagman employed in the daytime during the summer months would more effectually protect the crossing, and I would respectfully petition for an order making such substitution.

Respectfully yours,

NATHANIEL W. SMITH,

Assistant Attorney.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, April 20, 1905.

JOHN A. DROEGE, Esq.,

Supt. Worcester Division and Providence Terminal.

DEAR SIR:—In answer to yours of March 20th, 1905, in the matter of electric gong at Lewis Crossing, so called, on the Willimantic Branch in the town of Coventry, you are hereby authorized to install an electric gong at said crossing; and if said gong works satisfactorily, you may dispense with the services of a flagman, at that crossing, that has heretofore gone on duty the first day of May, until further notice.

You will also have a suitable sign prepared and placed conspicuously on each side of said crossing to the effect that on and after such a date (to be inserted) the crossing will be guarded by an electric gong.

Respectfully yours,

E. L. FREEMAN,

Railroad Commissioner.

PASCOAG, R. I., May 10, 1905.

HON. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

MY DEAR SIR:—I wish to call your attention to the very dangerous condition of the railroad crossing at the Pascoag station. There have been some very narrow escapes from serious accidents there, and I myself came very near one last Saturday, with an auto party of five people.

There is no flagman there. They leave cars standing right up to the crossing and do switching without a man there. Saturday a train (1 P. M.) stood made up, for Providence, the crossing was clear, around it stood men that I supposed were only waiting for train to go out—no man with flag there—so I supposed that it was clear to go over. I came up slow and got within four feet of rail when down came the mail car, switched onto the standing train—this blocked the crossing for over eight minutes. If I had been one quarter of a second quicker we all should have been hurt or killed. It was agitated some years ago to have a crossing tender placed there with a flag, but it was withdrawn upon the promise of the railroad to see that it was flagged when trains came to it. Since then the Southbridge Branch has opened and make it more dangerous, and business has increased there so much that it is now a busy crossing. Please look into this before some one is killed.

Yours truly,

A. H. SAYLES.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, May 12, 1905.

A. H. SAYLES, Esq.,

DEAR SIR:—Your favor received, and contents noted. I have taken up the matter with the Superintendent of the Midland Division, New York, New Haven

& Hartford Railroad Company, and have no doubt that some satisfactory arrangements will be made.

I visited this crossing some years ago with the Superintendent of the Midland Division, and it was agreed that while in view of the small number of trains passing the crossing it was not necessary to station a permanent flagman there, yet that all trains and engines passing the crossing should be flagged. I suppose that conditions have changed, and will see that some arrangements are made to secure, as far as possible, the safety of highway travelers at this crossing.

Respectfully yours,

E. L. FREEMAN,

Railroad Commissioner.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, May 13, 1905.

J. A. DROEGE, Esq.,

Supt. Midland Division, N. Y., N. H. & H. R. R. Co.

•
DEAR SIR:—Complaint has been made to this office of dangerous conditions existing at the grade crossing near the railroad station at Pascoag. It is claimed that cars are left on tracks in such manner that persons approaching the crossings can not see a train switching, and that no trains are flagged, etc. It is stated that there have been some very narrow escapes, and attention is called to the facts in the case.

Some years ago at the request of several parties I visited this crossing in company with the Superintendent of the Division; at that time there were no regular trains moving beyond the station, and the only trains crossing were those engaged in switching and making up of trains. I did not think it necessary at that time to require a regular flagman to be stationed there, but it was agreed by the Superintendent that all trains or engines passing the crossing should be flagged, and I supposed this had been done.

Will you please take the matter up at once and inform me of such arrangements as you may make. I do not wish to order a permanent flagman stationed at the crossing unless I shall feel that the safety of highway travelers demands it.

Respectfully yours,

E. L. FREEMAN,

Railroad Commissioner.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
OFFICE OF THE SUPERINTENDENT, WORCESTER DIVISION,
PROVIDENCE, R. I., May 17th, 1905.

MR. E. L. FREEMAN,
Railroad Commissioner, Providence, R. I.

DEAR SIR:—In reply to your favor of the 13th inst., would advise that Mr. Sayles, of Pascoag, R. I., wrote me about the same time he did you relative to the crossing at that point.

I am inclined to think that Mr. Sayles' statement of the occurrence was somewhat exaggerated, as I have reliable information to the effect that his automobile was stopped before it got to within thirty feet of the track. For your information would add that we are supposed to protect the crossing when any trains are passing over it. This is being done.

I have again cautioned our men at Pascoag to see that there are no failures to comply with our instructions, and I thank you for bringing this matter to my attention.

Yours truly,

J. A. DROEGE,
Superintendent.

STATE OF RHODE ISLAND,
OFFICE OF RAILROAD COMMISSIONER,
PROVIDENCE, May 22, 1905.

J. A. DROEGE, Esq.,
Supt. Worcester Division, N. Y., N. H. & H. R. R. Co.

DEAR SIR:—Yours of the 17th inst. received, and I am pleased that you have taken the matter up, and trust there will be no more complaints from that crossing. Would it be practicable to have an electric gong installed there, or is the crossing so near the station that it would not work properly? I have thought it might serve a good purpose to have such a gong there, but was afraid owing to its position, when a train came from Providence, the bell might continue to ring after the train had stopped at the station, and so deceive people that wished to cross. Please let me know what your ideas on this matter are and oblige.

Yours respectfully,

E. L. FREEMAN,
Railroad Commissioner.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
OFFICE OF THE SUPERINTENDENT, WORCESTER DIVISION,
PROVIDENCE, R. I., May 24, 1905.

HON. E. L. FREEMAN,
Railroad Commissioner, Providence, R. I.

MY DEAR SIR:—In reply to your favor of the 22nd, relative to the Pascoag crossing matter, would say that I personally should be very glad indeed to see an electric bell installed at that point, and I had already given this careful consideration.

In view of the fact that there is considerable switching done just east of the crossing, which, in addition to the trains standing at the station, would cause the bell to ring at times when there would be nothing to prevent vehicles or pedestrians from crossing, I am inclined to think that such an arrangement would be very unsatisfactory.

You are, of course, aware of the fact that some of the interference at this crossing is due to extension of and increased train service between Pascoag and Douglas Junction.

I have again taken the matter up with all concerned, and impressed them with the importance of looking after this crossing very closely.

Yours truly,

J. A. DROEGE,
Superintendent.

STATE OF RHODE ISLAND,
OFFICE OF RAILROAD COMMISSIONER,
PROVIDENCE, May 26, 1905.

A. H. SAYLES, Esq.,

DEAR SIR:—The Superintendent of the Worcester Division, New York, New Haven & Hartford Railroad Company, has assured me that affairs at the Pascoag crossing will be carefully looked after and trains and engines flagged. I would order an electric gong put in there, but the crossing is so near the station that the bell would ring sometimes continually and thereby deceive people wishing to cross. I trust there will be no further difficulty at this crossing, but if there is I will take other steps to straighten it out.

Truly yours,

E. L. FREEMAN,
Railroad Commissioner.

May 29, 1905.

TO THE HON. EDWARD L. FREEMAN,
Railroad Commissioner.

Respectfully represents the Sea View Railroad Company, a corporation duly organized under the laws of Rhode Island, and located and doing business in the town of Narragansett, county of Washington, in said State, that it desires permission to lay its rails on Boone street, in said town of Narragansett, across the tracks of the Narragansett Pier Railroad Company, easterly of the railroad station belonging to said company, in accordance with annexed plan. And as in duty bound will ever pray.

SEA VIEW RAILROAD COMPANY,

T. F. I. McDONNELL,
Attorney.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, June 3, 1905.

T. F. I. McDONNELL, Esq.,
Attorney, Sea View Railroad Company, Wickford, R. I.

DEAR SIR:—Your application in behalf of the Sea View Railroad Company for permission to cross the tracks of the Narragansett Pier Railroad Company in the town of Narragansett is received. I will visit Narragansett Pier Tuesday, June 6, 1905, taking the train at Providence at 11:13 o'clock A. M.

Please give notice to officials of the Sea View Railroad Company and oblige.

Yours truly,

E. L. FREEMAN,
Railroad Commissioner.

PROVIDENCE, R. I., May 25, 1905.

HON. E. L. FREEMAN,
Railroad Commissioner, State House, Providence.

DEAR SIR:—I am representing a party who is interested in the proposed extension of the Sea View Railroad Company through Narragansett Pier, and I understand that the railroad company intends to apply to you for permission to cross the Narragansett Pier Railroad at grade. In case of any such applica-

tion, I should like to be heard with reference to the matter, and I shall esteem it a favor if you will notify me when such application is made, so that I may have an opportunity to appear in opposition to granting the same.

Very truly yours,

FRANK L. HINCKLEY.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, June 3, 1905.

FRANK L. HINCKLEY, Esq.,

Providence, R. I.

DEAR SIR:—In accordance with your request I hereby give you notice that the Sea View Railroad Company have made application at this office for permission to cross the tracks of the Narragansett Pier Railroad Company at grade on Boon street, in the town of Narragansett, and that I will visit Narragansett Pier on Tuesday, June 6, 1905, leaving Providence at 11:13 A. M. train, for the purpose of viewing the locality and considering said application.

Yours truly,

E. L. FREEMAN,

Railroad Commissioner.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, June 3, 1905.

HON. R. G. HAZARD,

President Narragansett Pier Railroad Company.

DEAR SIR:—Application has been made to me by the Sea View Railroad Company, for permission to cross the tracks of the Narragansett Pier Railroad Company at grade on Boon street near station at Narragansett Pier. I will visit the locality Tuesday, June 6, 1905, leaving station at Providence on the 11:13 A. M. train, for the purpose of considering said application.

Yours respectfully,

E. L. FREEMAN,

Railroad Commissioner.

STATE OF RHODE ISLAND.

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, June 10, 1905.

IN RE SEA VIEW RAILROAD COMPANY.

This is a petition of the Sea View Railroad Company, a corporation organized under the laws of the State of Rhode Island, and doing business in said State, for permission to lay its tracks at grade across the tracks of the Narragansett Pier Railroad Company at Boon street, in the town of Narragansett, according to a plan accompanying said petition.

Having carefully examined the location of the proposed crossing, and the town council of said town of Narragansett having given its consent to the laying of the tracks of said Sea View Railroad, on said Boon street, in said town, I hereby give my consent to the said Sea View Railroad Company to lay its tracks at grade, across the tracks of the said Narragansett Pier Railroad Company, at said Boon street, upon the following conditions:

First. The cross-overs at said crossing shall be put in and maintained by said Sea View Railway Company, at its own expense, and shall be constructed in such manner as may be agreed to by said Narragansett Pier Railroad Company, and be approved by the Railroad Commissioner.

Second. The trolley wires at said crossing shall be placed and maintained at an elevation of not less than twenty feet above the tracks of said Narragansett Pier Railroad Company.

Third. That every car of said Sea View Railroad Company that approaches said crossing in either direction shall be brought to a full stop at not less than twenty feet from said crossing; the conductor shall go to the front of said car, see that the tracks are clear, and then notify the motorman to proceed, and said car must not be started until said notice has been given and received.

Fourth. Whenever said crossing at grade is completed and the connections made with the tracks of said Narragansett Pier Railroad Company, at or near said Boon street, the said Sea View Railroad Company shall immediately abolish the present grade crossing and connection with said Narragansett Pier Railroad Company now existing at the point known as the Sea View Junction, and shall take up all rails and cross-overs at said junction, which are the property of said Sea View Railroad Company.

E. L. FREEMAN,

Railroad Commissioner.

NARRAGANSETT PIER RAILROAD COMPANY,

SUPERINTENDENT'S OFFICE,

PEACE DALE, June 22, 1905.

MR. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—Your communication of June 10th in regard to the petition of the Sea View Railroad Company for permission to lay its tracks at grade, across the tracks of this company, at Boon street in the town of Narragansett, has been carefully noted, and I am writing this to ask for further explanation of the fourth section, in regard to the abolishing the present grade crossing and connections now existing at the point known as Sea View Junction.

The switch connecting our tracks with those of the Sea View Railroad, which was put in in 1902, is known by us here as "Sea View Junction," but I presume that in the above quoted section "fourth" you refer to the crossing of the Sea View tracks across our rails two or three hundred feet east of "Sea View Junction," and nearly at right angles with our tracks. This is the crossing to which we referred, and which we wished to have abandoned and not the switch at the junction, although it seems probable that the latter will be given up when the Sea View Company completes its tracks through Narragansett Pier up to our Boon street station.

Will you please advise me if my understanding of the matter is correct.

Yours truly,

T. G. HAZARD, JR.

Superintendent.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, June 26, 1905.

T. G. HAZARD, JR.,

Supt. Narragansett Pier Railroad Company.

DEAR SIR:—You are right in your understanding of my order in relation to the abolishing the present grade crossing of the Narragansett Pier Railroad by the Sea View Railroad, at or near Sea View Junction. That grade crossing is to be abolished, and the rails and connections to be taken up.

Respectfully yours,

E. L. FREEMAN,

Railroad Commissioner.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
DEPARTMENT OF LAW, REAL ESTATE, AND TAXES (PROVIDENCE OFFICE),

PROVIDENCE, R. I., June 7, 1905.

HON. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—I beg to call your attention to the geographical conditions under which gates at grade crossings are operated at three points upon the Providence, Warren and Bristol Railroad.

Just south of the Nayatt station in the town of Barrington, two highways cross in close proximity; in the town of Warren, the Market street and Childs street crossings are close together; and a little further south on the Bristol branch, Franklin street, Cherry street, and Main street are but a few feet apart. The conditions at each of these points are most favorable to the operation of gates from a watchman's tower centrally located, and I would respectfully ask that this company be allowed to substitute for the present arrangement, which consists of gates operated independently at each crossing, a new precautionary appliance, consisting of a watchman's tower centrally located, from which will be operated gates protecting crossings as follows, viz.:

At Nayatt, two highway crossings.

At Warren, Market street and Childs street.

At Warren, Franklin street, Cherry street, and Main street.

Believing that the proposed new arrangement will result in greater economy and efficiency of service, and hoping that the matter may receive your favorable consideration, I am,

Very respectfully,

NATHANIEL W. SMITH,

Assistant Attorney.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, June 9, 1905.

NATHANIEL W. SMITH, ESQ.,

Assistant Attorney, N. Y., N. H. & H. R. R. Co.

DEAR SIR:—Your communication in relation to certain changes in the operation of the gates at crossings at three points on the Providence, Warren & Bristol Railroad in Barrington, Warren, and Bristol, received and contents noted.

I will visit the location specified on Wednesday next, June 14th, at such time as may be agreed upon by you and the Superintendent of Division, notice being

given me of the hour on or before Tuesday the 13th inst., but would prefer some hour between 10 and 12 o'clock A. M.

Yours respectfully,

E. L. FREEMAN,

Railroad Commissioner.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, June 16, 1905.

N. W. SMITH, Esq.,

Assistant Attorney, N. Y., N. H. & H. R. R. Co.

DEAR SIR:—Your communication of the 7th inst. regarding the operation of the gates at locations in Barrington and Warren on the Providence, Warren & Bristol Branch duly received. You ask to be allowed to substitute, in place of present individual flagmen at two grade crossings in Barrington near Nayatt station, a watchman's tower centrally located, from which gates at both crossings shall be operated. Also to make a similar arrangement at the crossings at Market street and Childs street in the town of Warren, and a like arrangement at Franklin, Cherry and Main streets, in the town of Warren.

I have given the matter careful consideration, and have examined the several localities referred to above. I am willing the experiment should be tried at either one of the above mentioned localities, and if the result is satisfactory, and I am convinced that the safety of travelers on the highways is more fully assured by such an arrangement as you suggest, will then take such further action as I may deem advisable. I would suggest that a flag be displayed at about the center of the gates in the daytime and a red lantern at night. When ready for operation will you advise this office of said fact.

Respectfully yours,

E. L. FREEMAN,

Railroad Commissioner.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

DEPARTMENT OF LAW, REAL ESTATE AND TAXES (PROVIDENCE OFFICE),

PROVIDENCE, R. I., June 19, 1905.

HON. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—I beg to acknowledge receipt of your favor of the 16th inst., in the matter of substitution in place of individual flagmen at grade crossings at

three points on the Providence, Warren & Bristol Branch, a watchman's tower centrally located, from which the gates shall be operated.

The experiment which you permit at one of these points will be made, and I will keep you informed of all progress in the matter.

Very respectfully yours,

N. W. SMITH,

Assistant Attorney.

RESOLVED BY THE TOWN COUNCIL OF WARREN:

THAT WHEREAS The New York, New Haven & Hartford Railroad Company has petitioned and requested the Railroad Commissioner of this State that it be permitted to substitute for the present arrangement at the following crossings in the town, viz.:

Market street and Child street;

Franklin street, Cherry street and Main street;

"which consists of gates operated independently at each crossing" as stated by said company in its petition aforesaid, "a new precautionary appliance," so therein termed, consisting of a watchman's tower centrally located from which will be operated gates protecting the crossings as follows, viz.:

Market street and Child street;

Franklin street, Cherry street and Main street.

AND WHEREAS This Council believes that said petition and request contemplates the withdrawal of the flagmen from said crossings,

NOW THEREFORE THIS COUNCIL Hereby protests against the withdrawal of said flagmen from said crossings, believing that their maintenance there is necessary for the protection of the public, Main street, Child street, and Market street being the main thoroughfares of this town, over and along which there is a large and constantly increasing travel, and which will, as this council believes, be seriously menaced by such withdrawal;

AND THIS COUNCIL Hereby petitions and requests the Hon. Edward L. Freeman, Railroad Commissioner of this State, to grant a hearing to this Council and others opposed to such withdrawal, before acting finally upon the petition and request aforesaid of this company.

Resolved, That the town clerk is hereby instructed to transmit a copy of this resolution to the Railroad Commissioner.

REPORT OF RAILROAD COMMISSIONER.

TOWN CLERK'S OFFICE,

WARREN, R. I., September 16th, 1905.

I hereby certify that the foregoing is a copy of a resolution adopted by the town council of Warren, September 15th, A. D. 1905.

Attest:

CHARLES B. MASON,

Town Clerk.

OFFICE OF TOWN CLERK, WARREN, R. I.,

WARREN, R. I., September 16, 1905.

HON. E. L. FREEMAN,

MY DEAR SIR:—I enclose a copy of resolution adopted by the town council last evening; the council especially desires that the hearing be held, if possible, in this town, and I would suggest that the Fifth District Court Room where I think you have held a hearing, would be a convenient place. The room is used every Thursday for court purposes, but is almost invariably available on other days.

Very truly yours,

CHARLES B. MASON,

Town Clerk

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, October 2, 1905.

To the Honorable the Town Council of the Town of Warren, R. I.

GENTLEMEN:—Your resolutions and request for a hearing in the matter of changing the method of operating gates at the grade crossings on Market, Child, Franklin, Cherry, and Main streets in the town of Warren, as proposed by the New York, New Haven & Hartford Railroad Company, have been received at this office and notice is hereby given that I will give a public hearing in the town house at said Warren on Tuesday, October 10th, at 10:30 o'clock A. M.

Yours respectfully,

E. L. FREEMAN,

Railroad Commissioner.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, October 2, 1905.

JOHN A. DROEGE, Esq.,

Supt. Worcester Division, N. Y., N. H. & H. R. R. Co.

DEAR SIR:—The town council of the town of Warren, R. I., have requested a hearing on the proposed change in the method of operating the gates at several grade crossings in that town. You are hereby notified that a hearing will be given in the town house at Warren on Tuesday, October 10, at 10:30 o'clock A. M.

Yours respectfully,

E. L. FREEMAN,

Railroad Commissioner.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

OFFICE OF THE SUPERINTENDENT, WORCESTER DIVISION,

PROVIDENCE, R. I., October 4, 1905.

MR. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—Your letter of the 2nd, advising that hearing will be given in the town house at Warren on Tuesday, October 10th, at 10:30 A. M., has been received, and I will be present.

Yours truly,

J. A. DROEGE,

Superintendent.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

OFFICE OF THE SUPERINTENDENT, WORCESTER DIVISION,

PROVIDENCE, R. I., August 8, 1905.

MR. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—Referring to your favor of April 20th giving authority to install an electric gong at Lewis Crossing (so-called), in the town of Coventry, on the Willimantic Branch, beg to say that this gong has been installed and is working satisfactorily. In view of this, have we your authority to dispense with the service of the flagman at once?

Yours truly,

J. A. DROEGE,

Superintendent.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, August 11, 1905.

JOHN A. DROEGE, Esq.,

Supt. Worcester Division, N. Y., N. H. & H. R. R. Co.

DEAR SIR:—You are authorized to dispense with the services of the flagman at Lewis Crossing in the town of Coventry, on the Willimantic Branch, upon the satisfactory and proper working of the electric bell recently installed. This permission is subject to revocation by the Railroad Commissioner at any time if in his discretion the flagman is needed.

Yours truly,

JOSEPH W. FREEMAN,

Deputy Railroad Commissioner.

CENTRAL FALLS, R. I., August 15, 1905.

HON. EDWARD L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—I wish to state the facts of a narrowly avoided accident at Station 14 on the Sea View Railroad in Wickford, R. I. There is a bad grade crossing at this point, it being impossible to see in either direction more than a short distance from a vehicle attempting to cross.

On Monday, August 14, at 8:01 A. M., I was crossing in an automobile. I had seen the south bound car pass and, thinking track clear, attempted to cross, when a second car was approaching slowly. There being a bad down grade I could not stop before reaching the rails. The motorman and conductor were in deep conversation, the motorman running his car and looking back talking to the conductor. I yelled to him, he did not hear; second call he looked ahead just in time to stop. No whistle was blown by him on approaching. He saw just in time to stop. I think the road should be directed to notify all its motormen to be particularly careful at this crossing and give notice of their approach, as it is impossible to see from the road, and a very serious accident could easily occur. I trust you will do something about this.

One day this summer I saw a car cross this and the railroad crossing at a terrific rate without stopping or blowing a whistle. This was the day of the accident at Dead Man's Curve and after the accident occurred, and the car was evidently going to Wickford for some aid.

Yours truly,

WILLIAM F. KEENE.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, August 21, 1905.

H. G. DAVIS, Esq.,

General Manager, Sea View Railroad Company.

MY DEAR SIR:—I am in receipt of several complaints concerning the lack of signals to travelers at the highway grade crossing at Station 14 in Wickford. Complaint is made that no whistle is blown and that motormen engage in conversation with conductors, meantime running with face turned toward the rear of car. This is a blind crossing and employees can not be too careful in passing it. Will you kindly see that great precautions are taken at this point as well as others.

Yours respectfully,

J. W. FREEMAN,

Deputy Railroad Commissioner.

NEWPORT & PROVIDENCE RAILWAY COMPANY,

NEWPORT, R. I., September 2, 1905.

E. L. FREEMAN,

Railroad Commissioner, State of Rhode Island, Providence, R. I.

DEAR SIR:—Will you please define "crossings at grade" as referred to in your report which we have to fill out.

We have several streets crossing and opening out onto our track, but do not just know what head they come under.

Thanking you for this information, I am

Respectfully yours,

W. J. JONES,

Superintendent.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, September 9, 1905.

W. J. JONES, Esq.,

Supt. Newport & Providence Railway Company.

DEAR SIR:—In answer to your favor of the 2nd inst., would say that a strict interpretation of the State law would call every place where the electric or street road crossed a street or highway a grade crossing, and would require signs to be

placed at every such crossing. I have, however, decided not to ask for any returns of grade crossings in thickly settled parts of cities and towns, but only in the rural districts, where direct crossings are made of highways and also where the tracks cross any other railroad at grade, either steam or electric. It may be found that some of these highway crossings are so dangerous as to require signs placed for the protection of travelers on the highways. If the crossing is only from one part of a farm to another and not an accepted highway, it should be placed as "a farm crossing" and not a grade crossing.

Trusting that the above answers your inquiries, I remain,

Yours respectfully,

E. L. FREEMAN,

Railroad Commissioner.

COMPLAINTS.

The number of complaints against the management and officials of the railroads has been much smaller than usual; in some cases persons declaring that wrong directions had been given them in relation to the trains, and in others that certain officials had not been as courteous as the complainant thought they should have been. I am satisfied, however, that in no section of the United States are the officials, as a rule, more accommodating or courteous. There are, of course, exceptions to all rules; but I know that the railroad officials are desirous of giving the best service possible and do not intend to keep any employee who is negligent or discourteous, if the fact is brought to their attention.

On the 25th of March I received a communication from D. W. Miner, of Providence, complaining that while the eight wholesale beef houses on Canal street had the cars containing their shipments of beef delivered at the Canal street yard, or practically in front of their doors, so that no cartage was necessary, yet the officials of the New York, New Haven & Hartford Railroad Company refused to deliver the cars consigned to him at that yard, and he was obliged to cart all his beef from the west side freight yard, not only at an increased expense, but detrimental to the beef, especially in hot weather. He claimed he had three car loads each week shipped

from St. Louis, and that he was entitled to the same treatment and courtesy that his competitors received.

I notified Mr. Miner that I would look into the matter referred to, and also informed him that I had no power over freight rates or freight deliveries but would gladly do anything I could to assist him.

I accordingly wrote to Mr. John A. Droege, superintendent of the Worcester Division, stating the claims made by Mr. Miner and also that it appeared to me that he was not receiving fair and impartial treatment, and requesting that he take the matter up at his earliest convenience. I also had several interviews where the subject was discussed.

On the 8th of April he informed me that the railroad authorities had declined to grant the request of Mr. Miner, "for the reason that the track in question is not one for teaming purposes and were we to permit him to team from it, we would necessarily be compelled to permit others. We could not in any event permit cars to be placed where he desires, for the reason that it would greatly interfere with the teaming to and from the freight house, and would also prevent use of this track for a lead to switch on in placing cars at the various meat houses."

Mr. Miner, however, was not satisfied with the decision of the railroad officials, and made a formal complaint to the United States Interstate Commerce Commission. The Commission detailed the Hon. Charles A. Prouty, one of their number, to hear the complaint and take evidence in relation thereto. The hearing was held in the United States Court Room, Providence, on the 25th of September. The railroad company was represented by Hon. Edward G. Buckland, attorney for the railroad, and the complainant by Messrs. Harrison A. McKenney and John S. Whitehouse. At the close of the long hearing, in which many witnesses were examined, an agreement was made by which the complainant was given ten days in which to file an additional statement, and the railroad company was granted five days additional in which to file an answer to the same.

On the 15th of November the United States Interstate Commerce

Commission gave its decision, in which it was "*Held*: 1. That there is no such competitive relation between fresh meat, and, for example, fresh fruit, that it is of necessity undue discrimination to accord a privilege to the one commodity which is refused to the other.

2. "That complainant is subjected to undue prejudice under the circumstances of the case."

The following is the correspondence and the full report and opinion of the commission:

D. W. MINER, COMMISSION DEALER IN

ST. LOUIS UNION PACKING COMPANY'S DRESSED BEEF AND PORK PRODUCTS,
301 CANAL STREET, PROVIDENCE, March 25, 1905.

HON. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—The St. Louis Union Packing Company, of St. Louis, ship me three cars of beef a week. These cars are delivered in the west yard. While I have asked the railroad company to place my cars in the Canal street yard, have been unable to get them placed there. The Canal street yard delivery would place my cars nearly opposite my place of business and save me the long haul and carting from west yard, which is very detrimental to the beef and expensive to me.

The eight wholesale beef houses on Canal street get their beef delivered at their door, and while they are not tenants of the road it seems unfair that the same courtesy should not be extended to me. I appeal to you for the same treatment to me that competitors in my line of business get, and beg you to carefully consider the conditions as they exist.

Thanking you in advance for the courtesy, I remain,

Yours truly,

D. W. MINER.

STATE OF RHODE ISLAND,

OFFICE OF RAILROAD COMMISSIONER,

PROVIDENCE, April 4, 1905.

JOHN A. DROEGE, ESQ.,

Supt. Worcester Division, N. Y., N. H. & H. R. R. Co.

DEAR SIR:—I have received from D. W. Miner, a commission dealer of 301 Canal street, Providence, a complaint that the officials of the New York, New

Haven & Hartford Railroad Company discriminate against him, and in favor of the eight wholesale beef houses in Providence which handle the beef and products of the trust companies, in the matter of handling the cars consigned to them.

He claims that while these companies have their cars delivered on Canal street, almost at their very doors, his cars, of which he has three per week from St. Louis, are delivered in the west freight yard, requiring him to haul his beef from that yard to his place of business on Canal street, which not only is expensive, but detrimental to the beef, especially in hot weather. He also states that he has made repeated requests to the officials of the road in Providence, asking that his cars may be delivered on side track in Canal street, in the Canal street yard, but his requests have not been complied with.

On the face of his statement it appears that he is not receiving fair and impartial treatment, and I would respectfully call your attention to this matter with the request that you take it up at your earliest convenience and oblige,

Yours respectfully,

E. L. FREEMAN,

Railroad Commissioner.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

OFFICE OF THE SUPERINTENDENT, WORCESTER DIVISION,

PROVIDENCE, R. I., April 8, 1905.

MR. E. L. FREEMAN,

Railroad Commissioner, Providence, R. I.

DEAR SIR:—Your favor of the 4th inst., relative to complaint made by D. W. Miner, a commission dealer of 301 Canal street, Providence, has been received.

Mr. Miner has had up repeatedly the matter of having his cars placed opposite our freight house, and we have invariably declined to grant his request, for the reason that the track in question is not one for teaming purposes, and were we to permit him to team from it, we would necessarily be compelled to permit others. We could not, in any event, permit cars to be placed where he desires, for the reason that it would greatly interfere with the teaming to and from the freight house, and would also prevent the use of this track for a lead to switch on in placing cars at the various meat houses.

Yours truly,

J. A. DROEGE,

Superintendent

"REPORT AND OPINION OF THE COMMISSION.

"*PROUTY, Commissioner:*

"The complainant is a wholesale dealer in fresh meats at Providence, R. I. His meat is shipped under refrigeration from St. Louis, Missouri, and he complains that the defendant, which is the delivering carrier, discriminates between himself and his competitors in the delivery of carloads of meat.

"Canal street in the city of Providence runs nearly north and south, and along the west side of that street in close proximity extends what is called a canal. Just west of this canal, running nearly parallel to it, is a switch track of the defendant, known in this case as the 'beef track.'

"There are some seven or eight firms engaged in the wholesaling of fresh meat in the city of Providence and they all receive their supplies from the west in the same manner as does the complainant. All of these concerns, except the complainant, own or lease buildings which extend across the canal so that the front of the building opens upon Canal street, while the back opens upon the beef track just mentioned. The store of the complainant is situated opposite those of the other dealers upon the east side of Canal street. The firm of Schwarzschild & Sulzberger, commonly known and hereafter referred to as the S. & S. Co., controls one of these buildings across the canal which it occupied until some two or three years ago, when in order to obtain more room it rented this building to parties engaged in other business and secured for its own accommodation quarters upon the east side of Canal street, not far from the store of the complainant. It did not appear by what title the various competitors of the complainant occupied these different buildings across the canal, but it did appear that they did not derive their title from the defendant railroad company, and it further appeared that they had no interest in the beef track so called and no right to insist upon any accommodation in respect to that track or yard by virtue of their occupancy of these buildings. It was conceded that the defendant might remove the beef track at its pleasure.

"The competitors of the complainant who occupy buildings across the canal opening upon this beef track have their carloads of beef placed opposite their respective buildings by the defendant and unload them directly from the car into the building. The complainant desires to have his car also placed on the beef track or upon one of several spur tracks nearby, so that he may unload his meat into a wagon and haul it across the canal and across the street to his place of business, a distance of two or three hundred feet. The defendant declines to place the cars of the complainant in this yard, but insists on placing them in what is known as the west yard, which compels the complainant to cart his dressed

meat about one-half mile in order to reach his store-house; and this is the discrimination complained of.

The yard of the defendant, in which the complainant desires to unload his meat, is called Canal street yard, and is limited in extent. Within it are situated two depots, connected by a freight platform, which extend nearly parallel with the canal. These depots at the present time are used exclusively for the delivery of inward freight. They are approached by teams engaged in hauling away such freight on the side next the canal, and the space between the depots and the canal is so narrow that it is much congested by this traffic. The room occupied by the beef track itself is required for the convenient operation of these depots to a considerable extent, and cars standing upon that track necessarily interfere more or less with the movement of teams frequenting the depots. Formerly bulk freight was delivered from cars to some extent in this yard, but several years ago the defendant provided the west yard, which is large and commodious, for the delivery of such freight, especially when of a perishable nature, and at the present time no deliveries are made from the car to the wagon under ordinary circumstances at the Canal street yard. The foregoing facts were not in controversy.

"The defendant insisted that owing to the congestion in the Canal street yard, occasioned by the handling of its inward freight, it could not without serious inconvenience to its patrons make delivery of carload freight in that yard. The complainant upon the other hand urged that the defendant might make delivery to him of his freight without discommoding its other patrons, and he pointed out the location in which his cars might be placed. He also insisted that he was seriously damaged by being compelled to haul his meat from the west yard, and introduced evidence tending to show the amount of such damage. From the testimony and from an inspection of the premises we find

"1. The defendant could not, without serious inconvenience in the handling of its inward business, permit the general unloading of carload freight in the Canal street yard. Its regulation that such freight shall be unloaded in the west yard is a just and proper one so far as the bulk of its business is concerned.

"2. The S. & S. Company, after moving its building on the canal to its present store, continued to have its cars placed on the beef track nearly opposite its canal building, and unloaded the meat from the west side of the car into a wagon and hauled it across the canal to its store on the opposite side of the street, in the same manner that the complainant desires to do. This continued until about the time of the filing of the complaint in this case, when the cars of the S. & S. Company were placed in the west yard, and that company was compelled to unload its meat there. It did not clearly appear what knowledge the defendant had as to the unloading of these cars by the S. & S. Company after it moved into

its new quarters, but we are inclined to think that the subject was never called to the attention of the defendant in such a way that any consideration was given to it. We also find that at various times the competitors of the complainant, who own buildings on the canal, have unloaded the contents of their cars into teams standing on the west side of the beef track, this being done to save the labor of transferring through the building to the team at the other end. This does not appear to have been done to any great extent nor to have been called specifically to the attention of the defendant. The defendant now enforces the rule that no bulk freight shall be delivered in the Canal street yard except from the east side of the track into the building located along the canal. Whoever owns such a building may have his car placed opposite to it and unload directly into the building. There is no room on the east side where it is possible to place a team.

"3. The complainant receives from three to four carloads of fresh meat per week, and the S. & S. Company from four to six carloads per week. The complainant generally unloads his meat early in the morning, as a rule before seven o'clock, the hour at which the inward depots at the Canal street yard are opened to the general public. The S. & S. Company also unloads its cars in the early morning.

"4. The half-mile haul from the west yard to the complainant's store affects more or less at all times of the year the selling qualities of the meat, and in warm weather this is serious. The damage seems to be more to the appearance than in any actual deterioration, but it was said that the selling value was depreciated by this means from ten to sixty cents per hundred pounds, depending upon weather conditions, and that a fair average would perhaps be 40 cents per hundred pounds. We find that the complainant is damaged by being obliged to unload his meat in the west yard as compared to unloading it at the Canal street yard, from 10 to 50 cents per hundred pounds, which would be from about \$20 to \$100 per carload.

"5. We think and find that the defendant might permit the S. & S. Company and the complainant to unload the carloads of dressed meat now being received by them in the Canal street yard without serious interference with the other users of that yard and that, in view of the very considerable damage which these shippers incur by reason of their inability to so unload their shipments the defendant should accord to them this privilege.

"6. The complainant located where he is something like a year and a half ago. He then knew that the S. & S. Company was receiving its dressed meat in the manner stated, and that other deliveries of carload freight were made at the Canal street yard, and he assumed that his own cars would be delivered at that point, but did not apply to the defendant and had no assurance from it.

The complainant desires and probably requires to be located in the district where similar houses are doing business.

"7. The defendant has not intended to discriminate against this complainant. It apparently understands that if it permits this delivery of dressed meat it must allow a delivery of other perishable commodities, and has for this reason made the rule above stated which it impartially enforces. While in fact the S. & S. Company received its freight at the Canal street yard for a time, while a similar privilege was denied the complainant, we do not think this was, upon the part of this defendant or its agents, with intent to prefer that company.

" CONCLUSIONS.

"It seems to have been assumed by the defendant that if it permits the complainant to unload his carloads of meat in the Canal street yard, it must also permit the unloading of all perishable commodities at that point if requested. We do not so construe the statute. There is no such competitive relation between fresh meat and fruit, for example, that it is of necessity an undue discrimination to accord a privilege to the one commodity which is refused to the other. It might as well be said that no distinction could be made between perishable and non-perishable articles.

"The defendant acting in good faith, although perhaps somewhat influenced by the above misinterpretation of the law, has decided that it can not properly in the operation of its road permit the complainant to unload his meat in the Canal street yard. The Commission has found as a matter of fact that it might under existing conditions permit such unloading at that point, that to deny this privilege costs the complainant from \$20 to \$100 per carload, and that under all the circumstances the defendant ought to allow it.

"It is not clear whether the action of the defendant in this particular constitutes a violation of the act to regulate commerce. The competitors of the complainant by virtue of their occupancy of their storehouses on the canal, which they in no way derive from the defendant, enjoy an advantage of locality which the complainant does not, and it is by no means certain that this carrier in recognizing that advantage and declining to accord the complainant a privilege, which in the honest judgment of its officials can not properly be accorded, is guilty of any undue prejudice against him. It has, however, seemed clear to us that the complainant ought not, under the circumstances, to be subjected to this very considerable and entirely unnecessary pecuniary damage; that the defendant, having it in its power to put the complainant more nearly upon a level with his competitors, ought in justice to do so, and that its refusal is an undue prejudice against the traffic of the complainant. The defendant ought not in our judgment to decline to make deliveries to the competitors of the complainant who occupy

these buildings abutting upon its beef track, for to do so would be unnecessary waste of opportunity, but it ought, in so far as it reasonably can, to put the complainant upon a level with them.

"We have decided, therefore, to make an order in favor of the complainant, unless the defendant upon further consideration should see fit to permit the unloading of these cars in its Canal street yard. In doubtful cases like this we can not overlook the consideration that no order of ours can be made binding upon the defendant until it has passed the scrutiny of the courts, while if we err in our construction of the law against the complainant he has no relief, since from our decision he can not appeal. If the doubtful question were one of fact, when our finding might have some evidentiary force, it would be otherwise."

ACCIDENTS FROM JULY 1, 1904, TO JUNE 30, 1905.

The returns made by the several steam railroad companies for the year ending June 30, 1904, show that in this State there were no passengers killed and 32 injured; and that 12 employees were killed and 64 injured; that 21 trespassers or persons walking on or across the tracks or loafing about freight yards or stealing rides on freight trains were killed and 14 injured; that at grade crossings there were none killed and 2 injured; that 1 person was killed at station and 4 injured.

As compared with the returns of the previous year, these figures show that there were no passengers killed during the year; that the number of passengers injured was 25 more than last year; that the number of employees killed was 4 less than last year; that the number of employees injured was 12 more; that the number of trespassers killed was 2 more; that the number of trespassers injured was 1 less; that the number of persons injured at grade crossings was the same; that the number of persons killed at stations was 2 less; and the number injured 4 more than last year. To sum up, there were 34 deaths, 5 less than in last report; and 116 injured, 16 more than last year.

ACCIDENTS FROM JANUARY 1, 1905, TO DECEMBER 31, 1905.

During the year 1905 there were 113 accidents reported to me by the officials of the several steam railroads of this State, in which 141 persons were killed or injured.

There was one person killed at station while attempting to board moving train. There were 30 passengers injured: 8 in collision; 6 by door of freight car striking against windows of coaches as two trains were passing each other; 1 while boarding train at station; 5 by jumping from trains before they came to a stop at station; 1 was cut by glass from broken window; 5 by shovel falling from train and striking windows of another train that was passing; 3 by boarding moving trains; and 1 while standing too near tracks to signal train to stop.

There were 10 employees killed: 1 track laborer; 1 was struck by overhead bridge; 1 car inspector rolled into water and was drowned at India Point; 1, riding on car, was struck by switch stand; 1 fell from car and was run over; 1 gateman struck by switcher; 1 in collision; 1 water carrier on Shore Line Division; 1 while coupling cars; and 1 laborer struck by cars coming from under coal pocket.

There were 23 persons classed as trespassers killed while walking on tracks or stealing rides on trains. There were 19 trespassers injured.

At highway grade crossings there was one killed, a boy 8 years old. The gates were down and the crossing tender tried to prevent the boy going across, but he dodged the man and passed directly in front of train. One man was injured at grade crossing by driving his team directly in front of engine.

One teamer was injured at freight house in Providence.

Of the persons injured 55 were employees: 11 were injured in collision of trains; 3 were laborers shoveling snow; 12 fell from cars; 2 coupling cars; 1 bridge carpenter; 8 while engaged in switching; 3 by overhead bridge; 2 while riding on side of cars; 2 at machinery

shop; 1 coal handler; 1 boarding moving train; and 9 were injured in various ways.

There were but two collisions reported in the year 1905. One occurred on the 25th of January, on the Worcester Division at Valley Falls, when south-bound passenger train No. 4,035, ran into freight train No. 4,162, which was switching cars into freight house. There was a severe snow storm, and the passenger train slowed down to 10 miles an hour but the engineer ran by the electric signal without knowing whether it stood at danger or not. As a result of the investigation the engineer of the passenger train was suspended for 30 days. In this accident there were three employees and seven passengers injured, none fatally.

The other was a head-on collision on the Worcester Division, near South Auburn station, when freight train No. 1,847 north-bound and No. 764 southbound came together. The engineer of No. 1,847 was killed, and eight employees injured, none seriously. An investigation showed that the collision was the result of conflicting orders issued by the train dispatcher, who was discharged in consequence thereof.

There were two accidents rather peculiar in their cause: as passenger trains 4,056 and 4,065 were passing each other near Branch avenue, an iron shovel fell from one train, probably from 4,065, and struck the coaches of both trains, breaking several windows. Five passengers, three on train 4,056 and two on train 4,065, were injured by the flying glass.

Freight train No. 4,161 was passing passenger train 4,056 near Lonsdale, Worcester Division, when part of a door on freight car came off and struck three passenger coaches, breaking several windows. Six passengers were struck and slightly injured by the flying glass.

The following list of accidents comprises all that were reported at this office, except some where the injuries were very slight, or in cases where the occurrence could not properly be classified as a railroad accident.

Jan. 1. A party of five attempted to cross the river bridge north of Dyerville, on tracks of the Worcester Division, when a train came along, and a wagon containing a child two years old was struck, and the child, James Brotherton, Jr., had his leg broken above the knee and head cut. Mrs. Etchel, another member of the party, sprained her ankle in jumping from track.

Jan. 2. About a mile west of Slocums a westbound passenger train of the Shore Line Division struck and killed Joseph Crandall, a track laborer. The remains were taken to Kingston.

Jan. 3. John Downs, brakeman, Worcester Division, lost his balance and fell from car, at India Point, Providence, and was run over. He was taken to St. Joseph's Hospital, where he died the following morning.

Jan. 4. Peter Guertin, laborer, Worcester Division, while cleaning snow from switches south of Gaspee street, Providence, was struck by tender of engine and head and face cut and left shoulder broken.

Jan. 5. August Lajoie, laborer, Worcester Division, while shovelling snow at Atwells avenue, Providence, was struck by train and had right arm broken.

Jan. 15. Louis Warzecha stepped from station platform, at Central Falls, directly in front of engine. He was struck and knocked down and sustained wounds on forehead, back of head, and upper lip was split. He was sent to Rhode Island Hospital.

Jan. 17. Burgess Bradford, freight brakeman, Shore Line Division, jumped on rear end of car, slipped and fell to the ground, cutting his face.

Jan. 17. Michael Leary, hoisting engineer, East Providence wharf, Worcester Division, slipped on ice and fell, breaking left leg above the ankle.

Jan. 18. Dave Simicle, laborer, Worcester Division, had two fingers of left hand badly jammed while handling rails near Blackstone.

Jan. 18. W. R. Curtis, brakeman, Worcester Division, while uncoupling cars at Pawtucket, was wedged between two cars in such a way as to bruise his hip.

Jan. 20. W. N. Lefrenais, brakeman, Worcester Division, in some manner slipped and fell from car, in Warren, and bruised his back.

Jan. 20. A. E. Bernard, engineer, Worcester Division, had left eye injured by oil-glass breaking as train was leaving Clyde.

Jan. 24. W. Peck, brakeman, Worcester Division, north of Pawtucket depot, fell from car and was run over. His left leg was crushed and had to be amputated.

Jan. 25. A passenger train and a freight train of the Worcester Division were in collision at Valley Falls, and the following persons were injured:

T. Kenworthy, engineer of freight train, cut with broken glass.

A. Wilde, brakeman, freight train, face bruised, and he was severely shaken up.

W. C. Harden, conductor, passenger train, right thumb cut and left elbow bruised.

Passengers.

May J. Botsford, Providence, injured in breast, back, and side.

David Mathewson, Mt. Hope, Conn., seventh rib broken and bruised.

Mrs. Eva Blouin, Fall River, three teeth knocked out, upper and under lip cut, cords of neck injured, and nose mashed.

Mrs. D. Fournier, Fall River, nose and upper lip bruised.

Isadore Thibault, left collar bone broken and bruised.

Mrs. C. Pichard, Fall River, chin, lips, neck, and nose all bruised.

Unknown man, residing at 973 Branch avenue, Providence, claims injury to left leg.

Jan. 30. Thomas Sweeney, of Woonsocket, was found lying between tracks one and three, Worcester Division, south of Provi-

dence station. He was sent to the Rhode Island Hospital, where he died February 2nd. It is supposed he was struck by some engine or train.

Feb. 1. Hugh Barr, bridge carpenter, Shore Line Division, while crossing track east of Westerly was struck by freight train. His face was cut, back bruised, right shoulder dislocated. He was sent to his home at Mystic.

Feb. 8. C. J. Donelly, yard clerk, Worcester Division, while working in yard 16, Providence, was struck by switching engine and knocked down. His left leg was crushed at the knee.

Feb. 11. L. E. Tripp, brakeman, Worcester Division, while riding on side of car, in Providence, was struck by another car, and his hip was dislocated.

Feb. 12. B. I. Norton, brakeman, Worcester Division, while switching cars in Providence, lost his balance and fell to ground, severely spraining left ankle.

Feb. 15. W. H. Norris, brakeman, Worcester Division, while switching cars in Providence, fell to the ground, spraining both ankles.

Feb. 22. Orville Boone, brakeman, Shore Line Division, was struck by first overhead bridge east of Wickford Junction, knocked from train, and instantly killed.

Feb. 25. J. Welsh, brakeman, Worcester Division, while switching cars in Providence, fell to ground, spraining both legs.

March 4. While a freight train and a passenger train of the Worcester Division were passing at a point north of Lonsdale, part of a door came off and struck against side of coaches, and the following persons were injured by flying glass from broken windows:

James Crumby, Ashton, R. I., small cut under left eye, stomach injured.

W. I. Cook, Greene street, Woonsocket, small cut left side of nose.

Edward Letour, Appleton street, Providence, small cut on right eye and nose.

Mrs. Edward Smith, Uxbridge, Mass., left eye injured.

N. Burrbe, Pine street, Fall River, Mass., head bruised.

F. Crumby, cut in face.

March 7. Mrs. Annie F. Bragg, of West Mansfield, Mass., attempted to board passenger train of the Worcester Division at Pawtucket, and fell, bruising her head and right cheek slightly.

March 10. Charles Berrey, of Richmond street, Providence, attempted to board moving freight train of the Worcester Division at Darlington, and was knocked to ground and sustained cuts and bruises on right cheek and hand.

March 22. J. H. Connors, freight brakeman, Worcester Division, in attempting to board caboose at India Point, had left knee badly injured.

March 24. The headless body of William E. Linesey was found lying beside south bound track of the Worcester Division, about 150 feet south of Central Falls station. It is not known by what train he was killed.

March 29. J. J. Pollard, brakeman, Worcester Division, was found on top of box car in Providence suffering from fracture to left knee-pan.

March 31. Angelo Tannoae boarded train of the Worcester Division while it was in motion, near Fox Point, and when he found he was not on right train jumped, falling in such a manner as to have his left leg crushed. He was taken to the Rhode Island Hospital.

April 1. S. F. Richmond of Washington, R. I., walking track near Chepiwanoxet station, was struck and killed by east bound Colonial Express of the Shore Line Division.

April 1. H. R. Bishop, brakeman, Worcester Division, stumbled and fell from top of car in Providence, injuring and bruising his back and right side of face.

April 8. Mrs. R. E. Riedle, a passenger on the Worcester Division, claims to have been struck by flying glass while train was passing

through the yards in Providence. She did not claim to have suffered any injury.

April 10. Daniel Buss, machinist, under the influence of liquor, walked in front of train of the Providence Division at Tin bridge, Pleasant View. He was struck by train and so badly injured that he died at the Pawtucket General Hospital.

April 10. Two passenger trains of the Worcester Division passed each other at a point near Branch avenue bridge, and a shovel, supposed to have fallen from one train, struck coaches of both trains, breaking windows, and the following persons were injured by the flying glass:

W. J. Wall, cut on left eye and ear.

Edward Sturgeon, cut on left cheek.

Mrs. Russell Fessenden, slightly injured.

I. W. Arnold, cut on left wrist.

W. B. Smith, cut under left ear on neck.

April 13. A. Allinson, brakeman, Worcester Division, had big and little toes of left foot crushed while coupling cars at Valley Falls.

April 20. Edward McDonough, trespasser, stealing ride on freight train of the Worcester Division, was found on top of car, in Pawtucket, severely injured. He had evidently been struck by some overhead bridge. He was sent to Emergency Hospital in Pawtucket.

April 22. Gaspano Agresto, while walking tracks of the Worcester Division near Pettaconsett station, was struck by train and so severely injured that he died soon afterwards at the Rhode Island Hospital.

April 23. Fred Taylor, inspector in electrical department, Worcester Division, while looking over car on track close to water, in the darkness fell into water and was drowned.

April 24. Anieco Fatlarurs attempted to board freight switcher, Worcester Division, near South Providence. He lost his hold and fell

to ground and sustained small scalp wounds, injured left arm at elbow, also right side of back. He went to the Rhode Island Hospital.

April 27. Ovila Landry, yard brakeman, Midland Division, fell from coal car in Woonsocket, and strained his back.

April 27. Harry J. Bascom, passenger on electric train of the Worcester Division, was cut over left eye and badly shaken up, as train was making station stop at Fox Point. The train was allowed to run against coach, which stood near the end of track, and Mr. Bascom, who was standing, was thrown down.

April 29. John Ridley, of Bay Spring, R. I., stepped from moving car of electric train of the Worcester Division at Crescent Park, and fell, sustaining a slight cut on head and wrenching his back.

May 3. Fred Tankard, of Woonsocket, walking railroad track near Clinton street bridge, Woonsocket, was struck by train of the Worcester Division and so severely injured that he died the same day at the Woonsocket Hospital.

May 5. John Roddy was run over and instantly killed by a train of the Worcester Division, at a point between Charles street and Branch avenue, Providence. This boy, with several others, attempted to cross track in front of train, and fell.

May 9. Louis Buck, brakeman, Worcester Division, while switching cars in Providence, was thrown to the ground, injuring his back. He was taken to St. Joseph's Hospital.

May 12. F. D. Burleigh, brakeman, Worcester Division, while riding on side of car in Providence, was struck by switch stand and knocked under wheels of car, and so badly injured that he died the following day at St. Joseph's Hospital.

May 13. John Peterson, of Providence, attempted to board moving car of electric train of Worcester Division, at Boyden Heights. He missed his hold and fell between two cars, and was so severely injured that he died later in the evening at the Rhode Island Hospital.

May 20. James Fitzpatrick, of East Providence, while walking track across India Point drawbridge, Worcester Division, fell against motor of electric train and was cut on top of head and arm bruised. He was sent to the Rhode Island Hospital.

May 20. An unknown man, walking tracks of the Worcester Division, was struck and instantly killed in front of interlocking tower at Northup avenue, Providence.

May 21. Wilfred Courchene, of Manville, while walking tracks of Worcester Division, was struck by train and sustained a slight cut on right hand and had right hip bruised.

May 23. Willard Rockford, while working in repair shop of the Worcester Division at Valley Falls, had hand caught and crushed. He was taken to St. Joseph's Hospital.

June 6. H. E. Foote, gateman, Worcester Division, while handling gate at passenger station, Providence, was run over by switcher and so badly injured that he died later the same day at St. Joseph's Hospital.

June 6. As train No. 12, Worcester Division, was leaving passenger station in Providence, Terrence McGrath, of Brookline, Mass., attempted to board baggage car and fell. He was severely injured, and was taken to the Rhode Island Hospital.

June 15. Two freight trains of the Worcester Division, one north bound and the other south bound, collided head on, just north of South Auburn station. Following is a list of the injured:

J. Oldham, engineer, instantly killed.

A. M. Allen, conductor, left knee bruised.

E. R. Spinney, flagman, right arm bruised.

H. H. Hebert, brakeman, left leg bruised.

T. K. Warner, brakeman, left leg and head slightly injured.

J. Wood, fireman, right shoulder and back injured.

B. W. Hopkins, flagman, back injured.

T. F. Reed, brakeman, left shoulder injured.

J. A. Brault, fireman, left knee injured.

June 20. Daniel Meehan, a boy sixteen years old, and Sloaney, twenty years old, were struck and instantly killed by east bound passenger train of the Shore Line Division, about a mile west of East Greenwich.

June 24. George Hobson, of Enfield, R. I., attempted to cross tracks of the Worcester Division at Dike street, Providence, and was struck by breast-beam of engine and instantly killed.

June 25. Ignatius Herbon, while playing beside tracks of the Worcester Division, near Olneyville, was struck by passenger train and received a small scalp wound and had right foot crushed. He was taken to the Rhode Island Hospital.

June 27. J. Hollywood, brakeman, Worcester Division, while standing between two trains in Providence, was struck and knocked down by door of car. He had left side of head, left shoulder, and left hip bruised slightly.

July 1. Two boys, George Monlalto and Lenodo Quattomano, were found beside tracks of the Shore Line Division near Westerly station. Both boys died later at their homes.

July 3. Alexander Patrick, eight years old, was struck and instantly killed by train of the Worcester Division, at Grove street crossing, Providence.

July 5. Mitchell Deyo, a child three years old, playing on track on the curve east of East Greenwich station, was struck and instantly killed by west bound freight train of the Shore Line Division.

July 13. The body of an unknown man was found lying on the roadbed of the Shore Line Division, about three-quarters of a mile west of Wickford Junction.

July 21. George Haskins, a boy six years old, was run over and killed by train of the Worcester Division, near Olneyville station. It is supposed he was gathering cinders.

July 28. Thomas Sexton, brakeman, Worcester Division, while

climbing up side ladder of car in India Point yard, was struck by pole between tracks and knocked to ground, bruising left arm and right side and receiving scalp wound.

July 29. Thomas Fleming, a guytender at Harbor Junction wharf, Worcester Division, caught his foot and was thrown into hold of vessel. He had right leg cut, and was sent to St. Joseph's Hospital.

August 1. L. Lewis, water carrier, roadway department, Shore Line Division, was struck and instantly killed by east bound passenger train near Carolina.

August 6. Emmett Nicholson, of Worcester, Mass., a passenger on train of the Worcester Division, attempted to get off rear car after train had left Woonsocket station, and fell through trestle, bruising right hip and back of head.

August 8. W. H. Tyler, brakeman, Worcester Division, was struck by overhead bridge in Pawtucket, and was injured about the head and face. He was taken to St. Joseph's Hospital.

August 9. Fred Conture, of Fall River, Mass., lying on tracks of the Worcester Division, about 600 feet north of Constitution street station, Bristol, was struck by electric train and received cut over right eye and internal injuries.

August 11. J. Gagnon, of Arctic, drove a team over crossing directly in front of engine of passenger train. The team was struck. Mr. Gagnon was thrown out and received injuries to left arm, right leg, right side, and back.

August 19. Joseph Fredette, of Warren, attempted to board moving train at Crescent Park. He was thrown to the ground and left foot cut off. He was brought to Providence and taken to the Rhode Island Hospital.

August 21. Joseph Kay, car inspector, Worcester Division, in attempting to pass between baggage truck and porter, in Providence, was struck by trunk and cut on the head. He went to St. Joseph's Hospital.

August 21. James McMahan, of Elmira, N. Y., was found on trucks under smoking car of east bound passenger train of the Shore Line Division. His right foot was cut off above the ankle. He was found at Kingston, and was taken to Providence and sent to the hospital.

August 25. A man in an intoxicated condition, giving the name of Frank Smith, and later as Frank Murphy, of Providence, was found lying beside tracks of the Newport and Wickford Railroad and Steamboat Company, about a half a mile south of Wickford Junction, with elbow badly broken. He was taken to the Newport Hospital.

August 26. Louis Lemire, yard brakeman, Worcester Division, while engaged in switching in Providence, was knocked from top of car, injuring left heel. He was taken to St. Joseph's Hospital.

August 27. William Hughes, of Enfield, was found lying beside tracks of the Worcester Division, near Massey Brook, Enfield. He had a fractured skull, and died soon after being found.

August 29. L. Fallon, freight brakeman, Worcester Division, was struck by overhead bridge in Woonsocket, and sustained a scalp wound.

August 31. J. T. McGuire, yard brakeman, Worcester Division, slipped and fell between car and platform in Providence, bruising left leg and wrenching left arm.

Sept. 2. Robert McDowell, fireman, Taunton Division, on account of blow-off cock blowing out, was obliged to jump from engine when it was moving about thirty-five miles an hour. His left arm was broken at elbow. Accident occurred in Newport.

Sept. 5. Thomas Chickedy, section hand, Worcester Division, jumped from train after it had left Primrose. His head was cut over the eyes, and he was sent to St. Joseph's Hospital.

Sept. 6. Lawrence M. Brady, yard conductor, Taunton Division, had skull crushed while coupling cars at Newport. He died about two hours after accident.

Sept. 22. John W. Denehan, a tramp, stealing a ride on west bound freight train of the Shore Line Division, was struck by first overhead highway bridge east of Wickford Junction, and seriously injured. He was taken to the Hospital in Providence.

Sept. 26. C. W. Chamberlain, brakeman, Worcester Division, engaged in switching in Providence, sustained a contusion on the head.

Oct. 1. Peter Labeau, of Moosup, Conn., was found lying dead between tracks of the Worcester Division, at Washington station.

Oct. 7. An unknown man, walking on tracks of the Worcester Division at Valley Falls, was struck and run over by freight train, and so seriously injured that he died later at the Rhode Island Hospital.

Oct. 9. William H. Emmott, freight handler, Midland Division, slipped and fell out of car in Woonsocket, breaking two ribs.

Oct. 13. The remains of an unknown man were found on the roadbed of the Shore Line Division, about half a mile east of Shannock station.

Oct. 13. Owen Flynn, laborer, Worcester Division, while working at East Providence wharf, was struck and instantly killed by cars coming from under coal pocket.

Oct. 18. Axel Wicks, deck-hand on barge W. B. Kibbee, in trying to cross tracks of the Worcester Division at India Point, climbed between cars that were being switched, was caught, and badly bruised both legs. He was taken to the Marine Hospital.

Oct. 18. A. P. Lamothe, brakeman, Worcester Division, stepped off engine in Providence, and walked across track directly in front of another train and was struck in the back by breast-beam of engine, and left side and back were injured.

Oct. 20. William Shanley, of Providence, stealing a ride on train of the Worcester Division, when near Elmwood station jumped

on tender of engine, and from there to roof of Pullman car, and was struck and killed by overhead bridge at Roger Williams avenue.

Oct. 20. Thomas Hogan, yard brakeman, Worcester Division, climbed up ladder on car in Providence, when grab-iron broke, allowing him to fall to ground, spraining his right leg below knee.

Oct. 22. Thomas Burns was discovered between passenger cars of the Shore Line Division, at Kingston. He had a bad scalp wound, but how or where he had sustained it was unknown.

Oct. 23. John Choquish, of Valley Falls, stepped from behind abutment of bridge, near Pawtucket station, directly in front of train of the Worcester Division. He was struck by breast-beam of engine and knocked to one side and slightly injured.

Oct. 25. W. F. Kemple, freight brakeman, Midland Division, fell from freight car in Slatersville, and bruised right side of face and head.

Oct. 29. B. O. Kahler, brakeman, Worcester Division, was thrown from top of car in Providence. He fractured a rib, and was considerably shaken up.

Oct. 31. Charles Bebault, of Warren, signalled train of the Worcester Division to stop at Warren Mills, and, standing too near the track, was struck by forward end of motor car, knocking him down and cutting forehead over right eye.

Nov. 2. A. M. Paull, of Riverside, R. I., a passenger on electric train of the Worcester Division, attempted to leave train before it came to a stop at Riverside station. He was thrown to the ground, and had his face cut and bruised and right knee bruised.

Nov. 4. Walter Crowe, of Providence, while walking tracks of the Worcester Division, near Phillipsdale, was struck by train, and had left arm fractured at elbow.

Nov. 11. Hiram B. Crowell, of Hampden Meadows, in attempting to board moving car of the Worcester Division at Bristol, struck

against a team that was standing near track, and the toes of his right foot went under wheels, jamming ends of three toes.

Nov. 14. George Lemaire, car inspector, Worcester Division, stepped from moving electric train at Bristol. He was thrown down and both feet crushed under car wheels. He was sent to St. Joseph's Hospital.

Nov. 21. The dead body of Thomas Duggan was found near the tracks of the Shore Line Division, between Wood River Junction and Carolina. It is supposed he fell from some passing train.

Nov. 22. Frank Trainer, freight handler, Worcester Division, jumped from freight car to ground in Providence, and landed on a stone, breaking his right leg.

Nov. 25. Laducer Gagnon, nine years old, while picking up coal from tracks of the Midland Division at Woonsocket, was run over by switcher and arm and leg cut off.

Nov. 26. The body of Joseph Whitehead, of 33 Smithfield avenue, was found lying between tracks of the Worcester Division at Northup avenue tower, Providence. It is not known how this man met his death, but it is supposed he was struck by some passing train.

Dec. 6. D. D. Prue, brakeman, Worcester Division, was riding on flat car in Providence, when machinery on same shifted and his leg was caught and bruised.

Dec. 11. Henry Murray, of Kettle Point, while walking north on south bound track, Worcester Division, fell against motor of approaching train and was thrown to ground and left arm broken at elbow.

Dec. 14. Edward Wilde, of Pawtucket, jumped from train of the Worcester Division before it came to a stop in Providence. He was badly injured about the head and back, and was taken to the Rhode Island Hospital.

Dec. 14. Peter Johnson was found lying between tracks of the Worcester Division near Providence station, with left leg mangled from ankle to knee. He was taken to the Rhode Island Hospital.

Dec. 15. A. C. Ballou, fireman, Worcester Division, while switching cars in Valley Falls, caught his right foot and wrenched his right knee.

Dec. 16. J. F. McGuire, yard brakeman, Worcester Division, while engaged in switching in Providence, fell between switch-rod and tie, cutting left knee.

Dec. 28. William Mercer, brakeman, Worcester Division, while engaged in switching at India Point, was thrown against end of car, and broke one of the bones of his right knee.

IMPROVEMENTS MADE AND PROPOSED.

New York, New Haven and Hartford Railroad.—The work of constructing the new bridge at Arthur avenue in the city of Providence, and the consequent abolishment of the three very dangerous grade crossings at Dike, Grove, and Acorn streets, is nearly completed, and the new bridge will soon be opened for travel.

At Northup avenue a tract of land has been purchased for the purpose of enlarging the freight yard at that point. This addition will accommodate 800 cars and will remove much of the switching from the main tracks. The buildings have been removed and most of the grading done.

At the Auburn freight yard additional tracks have been provided. On the Willimantic Branch new 78-foot steel rails have been laid from Washington to the State line, and the roadbed ballasted with gravel.

On the Pascoag Branch passenger traffic has been extended beyond Pascoag, and a shelter station erected at Wallum Pond, especially for the use of passengers going to and from the State Sanatorium.



N. Y., N. H. & H. R. BRIDGE, OVER PAWCATUCK RIVER, NEAR SHANNOCK.

At Newport, on the Taunton Division, the freight yard has been thoroughly ballasted, a system of drainage installed, and additional bulk freight delivery tracks completed for use; also a steel turntable, 75 feet in diameter, has been put in, with new pit and approaches.

The following bridge work has been completed:

On the Shore Line Division, Bridge No. 27 at Wood River Junction replaced by a four-span bridge, two for the main tracks and two for sidings, a siding on each side of the main tracks, with a new bridge seat and parapet on the old abutments. The span is 13 feet and 8 inches. The iron is 3-20-inch iron beams at 80 pounds per foot, 17 feet over all, under each rail.

At bridges Nos. 28 and 29, over the Pawcatuck river, the old abutments were used. Bridge No. 28 has a span 100 feet, 8 inches, and bridge No. 29 has a span of 100 feet, 10 inches, the former being a double-track pony truss, 16 feet, 11 inches high, and the latter a deck truss, 107 feet, 6 inches over all, and 16 feet, 9 inches deep.

Bridge No. 30, over a highway, has a span of 18 feet, 3 inches, is a deck girder 23 feet, 3 inches over all, and 3 feet and $\frac{1}{4}$ -inch deep.

Bridge No. 31, over the Pawcatuck river, has a span of 98 feet, 7 $\frac{1}{2}$ inches, is a deck bridge with a girder 103 feet, 10 inches over all, and 9 feet and $\frac{1}{4}$ inch deep.

Bridge No. 34, over the Usquepaugh river has a new pier in the centre, the new spans being two deck girders, 37 feet, 8 inches over all, and 3 feet, 10 $\frac{1}{4}$ inches deep under each track.

At bridge No. 49, over the Apponaug river, the west abutment and two piers were built, the new masonry being concrete. The span between the west abutment and the old pier is 57 feet, 11 inches, over a passway. The new spans are deck girders 64 feet over all and 6 feet, 10 $\frac{1}{2}$ inches deep.

All these bridges were rebuilt with a view to running new and heavier engines than heretofore have been possible over the structures, and other bridges on this division are receiving like attention.

Taunton Division, Bridge No. 155, is the Chace Road Bridge, so-

called, a new steel bridge of plate girders, 2,850 feet southerly of Tiverton.

Bridge No. 157 is a new steel bridge of plate girders, 2,360 feet north of Bristol Ferry.

Bridge No. 187 is a new steel bridge at Brown's Lane, 4,620 feet south of Middletown.

Proposed new railroad connection from Providence central passenger station to East Providence, including tunnel through College Hill, under charter of the Providence Terminal Company.

This enterprise, authorized by the legislature in April, 1904, is of great importance, not only to the New York, New Haven & Hartford Railroad Company, which will actually finance and construct the line, but to the city of Providence as well, also to the large section of territory comprised in the southeastern part of Rhode Island and Massachusetts.

Making through connection from the railroad line from Warren, Bristol, Fall River, and Newport into the central passenger station of Providence, is confidently anticipated to result in a large increase of travel from those places and adjacent territory to Providence, as a trade center, to the advantage of the railroad company, the business interests of Providence, and the traveling public as well.

This new railroad connection also affords an alternate line to Boston, without any detriment to the local service now afforded to Pawtucket, and will permit the sending of through freight and express trains, which do not stop at Pawtucket, to Boston by way of the new line. The removal of this through traffic from the line through Pawtucket can be only beneficial to that community, whether we refer to the existing conditions there, or when the grade crossings at Pawtucket and Central Falls are abolished.

The new connection line will start from the Providence passenger station, passing over Promenade street, over railroad yard and freight house, Canal street and North Main street, giving ample head room at all points. After passing over North Main street the line

will pass under Benefit street, and thence in a tunnel to the west bank of the Seekonk river.

The east portal of the tunnel will be just east of Gano street, near the end of Amy street. The line will then continue easterly, passing over Seekonk river with a drawbridge at a good height above high water, and with two branch connections at the East Providence end, one curving southerly and joining the track leading to India Point, Fox Point, Wilkesbarre Pier, Fall River, Warren, and Newport; the other curving to the north and connecting with the original roadbed of the Boston and Providence Railroad Company, as constructed about 1832. Connection is also made with the East Providence Branch of the Providence and Worcester Railroad Company.

A knowledge of the conditions in East Providence and the east side of Providence harbor will enable one to appreciate the many and varied advantages that may be expected to follow the construction and operation of the new line, both to the community at large and to the railroad interest. It will probably be well into the year 1907 before the new line will be in operation.

The construction of this line by the New York, New Haven & Hartford Railroad Company, with the necessarily large investment, may be taken as a strong evidence of the faith of the railroad management in the continued growth and prosperity of the community at the head of Narragansett Bay.

The location of the Providence Terminal Company Railroad was filed in the Superior Court, Providence county, February 8th, 1906, and much of the land needed for terminals has been secured.

Signal Systems.—There are two kinds of block signals in use on the New York, New Haven & Hartford Railroad and its branches in this State. The automatic block system is in use from Woonsocket to Boston Switch, 11.21 miles of double track; also from Providence to Pawtucket, 4 miles double track and from East Providence to Phillipsdale, 2 miles double track.

The manual block system is in use from Providence to Westerly,

43.85 miles of double track; from Providence to Pleasant View, 5 miles; making in all 66.06 miles of double track. Its main line from Boston to New York is protected by block signals the entire distance.



N. Y., N. H. & H. R. R. BRIDGE, OVER PAWCATUCK RIVER, NEAR WOOD RIVER JUNCTION.

YAKUBU GEORGE

STREET RAILWAYS.

The street railroads throughout the State have had a successful year. Every road except the Woonsocket Street Railway Company and the Rhode Island Suburban Railway Company reports an increase in number of passengers carried, and in the case of the Suburban the loss reported is caused by the fact that this road and its leased lines have passed under the control of The Rhode Island Company and the number of passengers carried is included in the returns of the latter company.

The freight and express business has developed quite rapidly, as is shown by the fact that twenty freight cars have been added to the equipment of the roads, and that the receipts from freight alone amounted to more than one hundred thousand dollars.

There has not been a large increase in mileage, only about six miles outside of the Providence and Burrillville Street Railway Company, which, at the date of the official report to this office June 30, was in process of building. This road has since been open for travel, making the increase in mileage during the year 1905 about seventeen miles. The roads have all been getting into better condition in every way, and will compare favorably, both in accommodation and management, with any in the country. As a rule employees are courteous, gentlemanly, and accommodating; there are exceptions, however, and on some of the routes outside the cities there are men much better fitted to drive coal carts than to run electric cars. As a rule, however, this class of men retain their positions but a short time, and then wonder why they were discharged.

The fact that at the busy hours of the day the cars are necessarily crowded to overflowing is of itself a sufficient annoyance to pas-

sengers, especially to those who are swinging by the straps, without having added thereto abrupt and sometimes discourteous orders or suggestions from surly or disagreeable officials.

SUMMARY OF STATISTICS.

There are fifteen street railroad corporations holding charters or doing business in this State; of these there are but ten that are operated under their charters, viz.: The Rhode Island Company, which owns, leases, or controls the Union Railroad Company, the Pawtucket Street Railway Company, the Providence Cable Tramway Company, the Rhode Island Suburban Company and its branch lines; the Westerly and Hopkinton Railway Company; the Pawcatuck Valley Street Railway Company; Old Colony Street Railway Company of Massachusetts, which leases and operates the Newport and Fall River Street Railway Company; Sea View Railroad Company; Newport and Providence Railway Company; Providence and Danielson Railway Company; Columbian Street Railway Company; and the Western Rhode Island Railway Company.

PROPERTY.

These corporations report 346+ miles of road in this State, with 376+ miles of single track; this is an increase of 6+ miles of road and 6+ miles of single track. The paid up capital stock of all the roads is \$23,514,786.80, an increase over last year of \$1,907,686.80. They own 891 motor cars, 65 freight cars, and 66 other cars; this shows an increase in motor cars of 55, an increase in freight cars of 20, and an increase in other cars of 10.

The total property and assets of these corporations are reported as \$33,244,453.26, an increase over last year of \$1,441,366.83.

RECEIPTS AND EXPENDITURES.

The total receipts from all sources were \$4,689,790.00; total expenditures, \$3,656,879.34; net earnings, \$1,032,910.66. As com-

pared with report of last year these figures show an increase in receipts of \$278,368.31; an increase in the expenditures of \$75,093.14; and an increase in net earnings of \$203,275.17. The receipts of the roads were derived from the following sources, viz.: from passenger departments, \$3,551,442.59; from freight departments, \$108,412.00; from rents of road, express privileges, transportation of the mails and all other sources, \$1,029,935.41. As compared with last year's report, these figures show an increase in receipts from passenger departments of \$110,868.60; an increase in receipts from freight departments of \$16,967.51; and from miscellaneous sources an increase of \$150,532.20.

DIVIDENDS.

Dividends were paid by four of these corporations, as follows: Union Railroad Company, 8 per cent., \$720,000.00; Pawtucket Street Railway Company, 6 per cent., \$30,000.00; Newport and Fall River Street Railway Company (6 per cent. paid directly to stockholders by Old Colony Street Railway Company, lessee), \$49,500.00; Rhode Island Suburban Railway Company, 2 per cent., \$100,000.00. The total amount paid in dividends was \$899,000.00.

HEATING OF CARS.

Of the passenger cars in use 414 are warmed by electric heaters. This includes nearly all the cars used in winter travel. As a rule the vestibule cars are kept quite comfortable, especially so where the conductor attends to his business and keeps the doors shut all he possibly can. In other closed cars the temperature varies from freezing near the door to temperate at the other end.

GRADE CROSSINGS.

There are 26 grade crossings of electric cars over other railroads, street or steam; and 111 direct grade crossings over highways, outside city limits.

PASSENGERS CARRIED.

The whole number of passengers carried was 72,513,229; an increase over last year of 2,855,478. Two roads report a decrease in the number of passengers carried.

INDEBTEDNESS.

The funded debt of all the corporations is \$7,558,700.00; floating debt, \$914,998.06; total indebtedness, \$8,473,698.06. There is an increase in the funded debt of \$637,000.00; a decrease in floating debt of \$372,666.69; an increase in total indebtedness of \$264,333.31.

EMPLOYEES.

The whole number of persons employed by these corporations is 2,694, a decrease from last year of 486.

ACCIDENTS.

These were 268 accidents reported in connection with the street or electric railways, in which 16 persons were killed and 283 injured more or less seriously. Of the persons killed 3 were children who ran in front of car and were killed; 7 were men lying on or beside tracks in dark places or walking or crossing tracks in front of cars; 3 were killed in collision of cars and teams; 1 riding on bicycle was struck by car; 1 a conductor who stuck his head out of the car door and was struck by a passing car; and 1 man who was trying to keep his horse from track was thrown in front of car, slipped on track, and was struck by car and instantly killed.

Of the 283 persons injured, 116 were passengers: 42 while trying to board or leave cars while they were in motion; 11 in collision of cars; 14 were by panic caused by the controller burning out; 12 fell from cars; 9 by derailed cars; 5 were injured while riding on running-board of car; 10 fell while attempting to board standing cars; 2 by car tipping; 3 while changing seats; 1 knocked down by team while

attempting to board car; 1 in changing cars stepped into ditch; 1 in collision of car and team; 1 woman stepped on her dress in boarding car, and fell; 1 woman was dragged from car by man who lost his balance; 1 by runaway horse running into car; 1 by box falling from passing team and striking window of car; 1 slipped after leaving car.

Nineteen were employees: 4 in collision of cars; 2, controller burning out; 3, derailed cars; 4, struck by poles or trees beside track as they swung out too far from car; 3 fell from running-board; 1 fell from top of car in barn; 1 caught between freight car and fence; and 1 while coupling freight cars.

Eighty-eight were injured by collision of cars and teams; 44 were injured by running into cars or crossing tracks or standing too close to tracks; of this number 13 were children; 7, in collision of cars and bicycles; 5, collisions of cars and automobiles; 3 boys were injured while stealing rides; 1 by car striking push-cart.

The following is a detailed list of accidents reported to this office from the 1st day of January, 1905, to the 31st day of December, 1905:

Jan. 7. A Woonsocket Street Railway Co. car left the tracks on a curve in Joslin Lot, and James Lockwood complained of knee being hurt, and Mrs Welsh complained of her side.

Jan. 9. A Woonsocket Street Railway Co. car jumped track near Walker's switch, Manville Road, and Mrs. Devlin was thrown to floor of car, cutting her nose.

Jan. 9. A Rhode Island Co. car struck a team on Point street, Providence, and the driver, Thomas Golosian, was thrown off and injured right side.

Jan. 9. As a Rhode Island Co. car was passing along Market Square, Providence, the trolley pole left the wire, and Walter R. Washington, who was driving a team at the time, was struck by the pole and knocked from seat and slightly injured.

Jan. 10. Chas. O'Connell, a child, standing near track on Chalkstone avenue, Providence, turned suddenly and ran in front of a Rhode Island Co. car, and was knocked down and received injuries which caused his death.

Jan. 12. A Rhode Island Co. car was derailed at Blackstone and Broad streets, Valley Falls, and James Axon, who was standing near track, was struck and knocked down and quite severely injured.

Jan. 13. Wm. McCormick, of Glendale, ran across the street at Quin's corner, and jumped on rear steps of car of the Woonsocket Street Railway Co., but fell to ground, fracturing his hip. He was taken to Woonsocket Hospital.

Jan. 13. Rev. J. J. McCabe and his driver, Patrick Rielly, were driving, when at the corner of Cranston and Bridgham streets, Providence, their team was struck by a Rhode Island Co. car. The driver was thrown out and badly bruised, and Mr. McCabe sustained a severe nervous shock.

Jan. 13. Bernard Carney, walking on Central avenue, Pawtucket, was struck by a Rhode Island Co. car and knocked to the ground. He was cut on forehead and lip, and attended by Dr. French.

Jan. 13. Conductor Frank H. Everett was standing on rear platform of a Rhode Island Co. car when rear trucks split the switch on Chalkstone avenue, Providence, and the conductor was thrown to the ground, bruising his elbow.

Jan. 14. Joseph Murray, stealing a ride on a Rhode Island Co. car on Francis street near Hayes, Providence, jumped from step directly in front of car going in opposite direction. He was struck and knocked down and received a possible fracture of the skull. He was taken to the Rhode Island Hospital.

Jan. 14. A runaway horse ran into a car of the Rhode Island Co. on Broad street, Central Falls, and Mrs. Emma S. Berwick, a passenger, was considerably shaken up.

Jan. 16. A Rhode Island Co. car struck a low-gear on Summer street, Providence, and Frank Lapham, the driver, was thrown off and slightly bruised.

Jan. 16. A Rhode Island Co. car struck a wagon on North Main street near Meeting, Providence, and John Murphy, the driver, was thrown off and had his ear slightly hurt.

Jan. 16. As a Rhode Island Co. car was on Weybosset street, Providence, near the post-office, a box fell from a wagon and went through car window, and a passenger, Gertrude Whitney, was cut on the cheek by pieces of flying glass.

Jan. 19. A Rhode Island Co. car struck rear end of wagon on Watchemoket Square, East Providence, and James Sexton, the driver, fell off and was slightly bruised.

Jan. 20. A milk wagon was driven in front of a Rhode Island Co. car on South Main street, Providence; the horse was knocked down and rolled under the car, and Dan H. DeMoris, the motorman, was thrown to the street and sustained a severe nervous shock.

Jan. 24. Mary McDermott was standing on rear platform of a Rhode Island Co. car when it struck curve at the corner of Friendship and Richmond streets, Providence. She lost her balance and was thrown off and badly shaken up. She went to the Rhode Island Hospital.

Jan. 26. Susan W. Hart was struck by wing of snow-plow of the Rhode Island Co. on Broadway, Providence. The woman was knocked down and badly shaken up, but not seriously injured.

Jan. 27. Harold Mansfield was stealing a ride on the closed side of a Rhode Island Co. car on Elmwood avenue, Providence, and was struck by a tree, and fractured his skull.

Jan. 31. A Rhode Island Co. car and a team were in collision at Harris avenue, Providence, and the driver of the team was thrown out and sustained a severe scalp wound.

Feb. 2. A Rhode Island Co. car was in collision with a wagon at the corner of Westminster and Jackson streets, Providence, and John F. Willard was thrown out and claims that he fractured his knee cap.

Feb. 2. A hack was driven from behind a west bound car of the Rhode Island Co., directly in front of an east bound car on Broadway, Providence, and the driver, Bernard Sullivan, was thrown off and dislocated his shoulder.

Feb. 4. Edward Farrell fell from moving car of the Rhode Island Co. on Central avenue, Pawtucket. He was somewhat shaken up, but not seriously injured.

Feb. 9. A Rhode Island Co. car struck a team on Broad street, Providence, and the driver, J. P. Meehan, was thrown out and injured about the head and shoulders.

Feb. 11. Alice Whittlesey, partially deaf, crossed tracks within a few feet of an approaching car of the Rhode Island Co. on Hartford avenue, Providence. She was knocked down and rendered unconscious. She was attended by Dr. Longfellow and then taken to her home.

Feb. 17. James Moran, stepped from moving car of the Rhode Island Co. at footbridge on South Water street, Providence, and fell on his back and was quite severely shaken up.

Feb. 18. In a rear end collision of Rhode Island Co. cars on Cathedral Square, Providence, several persons were badly shaken up and bruised.

Feb. 19. A boy, Earl Gorton, slipped on track, in front of a Rhode Island Co. car at the corner of Bridgham and Broad streets, Providence, and was slightly bruised.

Feb. 20. A wagon slid into side of Rhode Island Co. car on Broad street, Providence, and the horses started to run, throwing the driver, W. J. Muspratt, out, and he was bruised from the fall.

Feb. 21. A Rhode Island Co. car struck a coal wagon on Admiral

street, Providence, and the driver, Rocco Pasquale, was thrown off and bruised about the body.

Feb. 22. In a rear end collision of Rhode Island Co. cars on Blackstone Boulevard, Providence, Annie M. Legg was thrown from seat of car and received contusions of body.

Feb. 22. Alvin Cole left car of the Rhode Island Co. in front of Cole's gate, Bristol, and slipped on ice and fell. He said he was not hurt.

Feb. 23. Patrick Kelly staggered towards car of the Woonsocket Street Railway Co. as it was on down grade near the station, Woonsocket, and was struck and knocked over backwards. He got up and walked away.

Feb. 25. An intoxicated man, James Baxter, walked directly in front of a rapidly moving car of the Rhode Island Co. on Weeden street, near Reservoir avenue, Pawtucket. He was knocked down and bruised about the head, and taken to the Pawtucket General Hospital.

Feb. 28. Patrick Flynn and James O'Connor drove a team on track directly in front of a Rhode Island Co. car on Charles street, Providence. The team was struck and both men fell out, but they were so intoxicated it could not be determined whether they were hurt or not.

March 1. An unknown man slipped and fell in front of a Rhode Island Co. car on Westminster street, Providence, and cut a gash in his scalp.

March 2. Patrick Connors fell from rear of Rhode Island Co. car on lower end of Branch avenue bridge, Providence, and was severely bruised about head and neck.

March 4. A Rhode Island Co. car struck a wagon near Nelson street, East Providence, and the driver, David Cashman, was thrown out and received a bad scalp wound and was otherwise bruised.

March 7. A Rhode Island Co. car struck a wagon at the corner of Crawford and South Main streets, Providence, and the driver, Geo. Cowell, was thrown from the team and quite badly bruised, and was taken to the Rhode Island Hospital.

March 9. A Rhode Island Co. car struck a wagon at Manton avenue and Chaffee street, Providence, and the driver, Frank Riley, was thrown out and bruised, but not seriously.

March 14. Forest Wyman, riding a bicycle, ran out from behind one car of the Rhode Island Co. directly in front of another, going in the opposite direction. He was thrown from the wheel and received a cut over the left eye and a bad scalp wound. He was taken to the Rhode Island Hospital.

March 15. Henry Bell, being near-sighted, walked on to track in front of a Rhode Island Co. car on Smithfield avenue, Providence, and was struck by car and so severely injured that he died from the effects of his injuries.

March 15. As a Rhode Island Co. car was passing along Elmwood avenue, Providence, Harold D. Moody, the conductor, looked out the car door, and was struck by a tree and received a scalp wound.

March 20. John Chadwick, walking on Smithfield avenue, Providence, stepped on track in front of a Rhode Island Co. car, and was struck and knocked down and injured about the chest. He was taken to the Rhode Island Hospital.

March 24. A Rhode Island Co. car struck a coal team on Pawtucket avenue, Providence, and C. Leonado was thrown off and received a bad injury to his leg.

March 26. Louis F. Hubert, Card Farm, Elmville, was found lying beside tracks of the Rhode Island Co. at Bellefont station, Buttonwoods line. He was taken to Thurber's avenue barn, and died just as he got there. The cause of the accident is unknown.

April 2. As a Rhode Island Co. car was on Exchange Place,

Providence, the controller burned out, and the motorman, Harold Oulton, had his hands slightly burned.

April 5. A Rhode Island Co. car struck a wagon on Randall Square, Providence, and the driver, Leroy Wilbur, was thrown out and slightly bruised.

April 5. A Rhode Island Co. car struck a wagon at the corner of Benedict and Cranston streets, Providence, and the driver, S. B. Cashman, was thrown against wagon top and fractured three ribs.

April 5. A Woonsocket Street Railway Co. car ran into rear end of a moving van on Slatersville Hill, Great Road, and the driver of the van was slightly injured.

April 7. As a Rhode Island Co. car was passing along Pawtucket avenue, an elderly woman, Mrs. Edward Wilkins, stepped from behind another car directly in front of this one, and was struck and knocked down and badly bruised.

April 11. A Rhode Island Co. car struck a wagon at the corner of Eddy and Blackstone streets, Providence, and the driver, J. J. Quinn, was thrown out and struck on his head. He was taken to the Rhode Island Hospital, where he died.

April 11. The rear trucks of a Rhode Island Co. car took the switch wrong in rounding corner at Dyer and Richmond streets, Providence, and John Anderson was thrown out and injured his leg.

April 20. A Rhode Island Co. car struck a low-gear at the driveway of the Eastern Bolt and Nut Co., East Providence, and the driver, Frank Cleary, was thrown out and slightly bruised.

April 21. A Rhode Island Co. car collided with a team at the corner of Steeple and Canal streets, Providence, and the driver, Samuel Phillips, was thrown out and fractured his leg.

April 22. A Rhode Island Co. car left the rails at Phillipsdale Railroad Bridge, East Providence, and darted toward Elizabeth Smith, who was standing in the road, and she was so badly frightened that she received a nervous shock.

April 22. At Dorrance street, Providence, Peter Herion attempted to board a standing car of the Rhode Island Co. and slipped on step and fell, striking his head on manhole cover. He was taken to the Rhode Island Hospital.

April 23. The controller of Rhode Island Co. car burned out as car was at the corner of Westminster and Huntington avenue, Providence, and Mary Manning and Kate Pilkinton received severe nervous shocks.

May 4. A horse shied at a passing freight car of the Rhode Island Co., on Market Square, Providence, and Cornelius Cuningham, the driver, was thrown from team and bruised about the abdomen and head. He was taken to the Rhode Island Hospital.

May 4. Fred Rentier, who had been drinking, walked into side of Rhode Island Co. car at the corner of Westminster and Harrison streets, Providence, and fell back to pavement, cutting his head.

May 6. In a collision of cars of the Rhode Island Co. at the corner of North Main street and Doyle avenue, Providence, motorman Henry Milton had his face cut by flying glass.

May 7. George Amidon, conductor, Rhode Island Co., while fixing running board of car at Hunt's Mills, leaned too far out and was struck by a tree and knocked from the car, wrenching his back.

May 8. Antona Norica ran in front of moving car of the Rhode Island Co. at Atwells and Tuxedo avenues, Providence, and was struck and knocked down and had arm broken.

May 9. Mrs. Lena Zisman, while trying to board Rhode Island Co. car at Orms street, Providence, slipped and was thrown to the ground.

May 9. A girl, Jennie Linder, ran from sidewalk in front of slowly moving car of the Rhode Island Co. on Camp street, Providence, and was knocked down and slightly injured.

May 10. Max Shuman ran from sidewalk into side of car on Con-

stitution Hill, Providence. He was knocked down and slightly injured.

May 10. Bertha Jenks, riding her wheel on Park avenue, Auburn, lost control of same and ran into side of Rhode Island Co. car, cutting her face badly, knocking out two teeth, and rendering her unconscious.

May 13. As a Woonsocket Street Railway Co. car was going up Park avenue hill, Woonsocket, the controller burned out and the passengers became frightened and jumped from the car, and the following persons were injured: Mrs. Thomas Greene sustained a broken nose and was otherwise bruised; Annie Hilderbrand bruised her right arm; Mollie Wheelock bruised her right leg.

May 19. As a Rhode Island Co. car was passing along Broad street near Foster street, Providence, the motorman suddenly applied more power, and the conductor, S. H. Lawton, who was on the running board, was thrown to the ground and received a scalp wound.

May 19. As a Rhode Island Co. car was passing along Admiral street, Providence, Thomaso Masselli stepped backward from the car and struck on the back of his head, rendering him unconscious. He was taken to Dr. McCullough's office.

May 21. As a Rhode Island Co. car was passing along Bullock's Point avenue, Riverside, the conductor, Daniel Leeson, leaned too far out and was struck on head by pole. He was attended by Dr. Platt, and afterwards walked to his home alone.

May 23. Rose Williams, of 38 Eudora street, Providence, stepped from moving car of the Rhode Island Co., at Turk's Head, and fell, bruising face and hands.

May 23. Lewis Cohen ran in front of a moving car of the Rhode Island Co., on Exchange Place, Providence, and was knocked down, but was apparently uninjured.

May 24. Mr. Prohipfkcozz, who had been drinking, stepped onto

running board of car of Woonsocket Street Railway Co., Woonsocket, and jumping off backwards was slightly injured.

May 25. Mrs. Maxim Duplisse, of Ashton, a passenger on a Woonsocket Street Railway Co. car, attempted to change her seat as car was stopped at the corner of Second and Clinton streets, Woonsocket, and caught her hand-bag and fell to the street.

May 25. A Rhode Island Co. car struck a wagon on South Main street, Providence, and the driver, John Greene, claimed his side was hurt.

May 26. A Rhode Island Co. car and a team were in collision on Elmwood avenue, Providence, and Michael Testa, the driver, and Guiseppe Depace were thrown out; Testa had head and right arm bruised, and Depace was dragged and injured so severely that he died at the Rhode Island Hospital.

May 30. A buggy containing three men was struck at the railroad crossing at Lakewood, by a Rhode Island Co. car; two of the men were apparently uninjured, but John Gordon sustained bruises about the head and was taken to the Rhode Island Hospital.

May 30. As a Rhode Island Co. car was passing along South Main street, Providence, Edward Barry jumped onto car after having been ejected from same, and fell to the ground, spraining wrist.

May 30. A Rhode Island Co. car struck rear end of buggy on Pawtucket avenue, East Providence, and threw the three occupants out. They were Frank McGuire, John Martin, and Mrs. Emma McGuire. They were all bruised, but not seriously injured.

May 30. A Rhode Island Co. car collided with a team on South Main street, Providence, and the driver, Joseph Thompson, was thrown out and cut slightly on left arm.

June 1. Charles McCauley, playing on Charles street railroad bridge, Providence, ran in front of a Rhode Island Co. car and was knocked down and cut over the eye.

June 2. Mr. Wightman stepped from a moving car of the Woonsocket Street Railway Co. on Spring street, Woonsocket, and fell to the ground.

June 2. A Columbian Street Railway Co. car was standing on Main street, Pascoag, when Mrs. Arnold Smith attempted to board the car and fell backwards.

June 2. A Woonsocket Street Railway Co. car struck and killed Elias N. B. Tyler, who was lying across tracks near the bottom of Slatersville Hill, North Smithfield.

June 3. William Studley rode his bicycle from behind one car of the Rhode Island Co., directly in front of another car on Cranston street, Providence. He was thrown from his wheel and rendered unconscious. He was taken to the Rhode Island Hospital, where he died from the injuries received.

June 3. A wagon containing Bertha E. Scott and Mabel Knight was backed onto track and struck by a Rhode Island Co. car at the corner of Broad and Corinth streets, Providence. They were thrown out and received scalp wounds, and after being attended by Dr. Baxter went home.

June 4. An automobile containing George Markham, C. C. Holland, and Frank Battey, when on Tockwotten street, East Providence, swerved and struck side of Rhode Island Co. car going in the same direction, and the three men were thrown out and received bruises and slight cuts.

June 4. As a Rhode Island Co. car was passing along at Moore's Corner, East Providence, a man lost his balance and fell; he grabbed at a woman and pulled her to the ground with him, and the woman, Mary Wood, was slightly injured. She was taken to the Pawtucket General Hospital.

June 8. Mr. E. F. Griffin attempted to board a moving car of the Woonsocket Street Railway Co. at Oakland Centre, Burrillville, and slipped from running-board and fell to the ground.

June 8. John G. Spicer and Frank Washington, two men riding bicycle tandem, ran into a Rhode Island Co. car at Main and High streets, Pawtucket. Spicer was thrown against step of car and concussion of the brain feared; Washington was not seriously hurt.

June 9. As a Woonsocket Street Railway Co. car was standing at end of line, Cumberland Hill, Mrs. Packard, who was about to board the car, stepped on her dress and fell backward. She was not seriously hurt.

June 10. A Rhode Island Co. car struck a wagon at the junction of Broad street and Elmwood avenue, Providence, and a boy, Andrew Andrel, was thrown out and rendered unconscious.

June 13. John Edwards, riding on running-board of a Rhode Island Co. car, Constitution Hill, Providence, had his leg caught between the running-board of the car he was on and a car that was passing. His leg was severely cut, and he was sent to the Rhode Island Hospital.

June 14. A man on a bicycle, George Pashonian, ran into a Rhode Island Co. car at the corner of Pearl and Broad streets, Providence, and was thrown from his wheel and received injuries to his back and spine.

June 15. As a Rhode Island Co. car was passing along Elmwood avenue, Providence, opposite Roger Williams Park, Antonio Rosso jumped from moving car to get his hat, struck on his head and was rendered unconscious. He was taken to the Rhode Island Hospital. He was not seriously injured.

June 15. John Keefe jumped from moving car of the Rhode Island Co. at the corner of Broad and Oxford streets, Providence, and fell, cutting his forehead.

June 16. Carl Gadrus, riding a bicycle, rode from behind one car directly in front of another car of the Rhode Island Co. on South Main street, Providence, and was struck and thrown from wheel. He was badly shaken up and bruised.

June 16. Frank Callipo, a boy, ran in front of a Rhode Island Co. car on Douglas avenue, Providence. He was knocked down and had four fingers of his right hand injured so they had to be amputated.

June 17. Two men, D. Sweeney and W. J. Wallace, standing on running-board of car of the Rhode Island Co. while it was passing along Main street, Providence, were knocked off by a passing ice cart. Sweeney was badly shaken up, and Wallace had his ankle sprained.

June 18. Harry Moses, in attempting to change seats on a Rhode Island Co. car on Manton avenue, Providence, swung too far out and was knocked from car by a passing wagon and fractured a rib on the right side.

June 19. As a Rhode Island Co. car was passing along Weybosset street, Providence, the controller burned out and August Feurhage became so frightened that he jumped from the car and broke his leg.

June 19. A Rhode Island Co. car collided with an automobile at Lockwood and Broad streets, Pawtuxet. and Stephen R. Tucker was thrown out but not seriously injured.

June 20. An unknown woman, evidently intoxicated, walked into side of a Rhode Island Co. car at Dorrance and Weybosset streets, Providence. She was knocked down, but walked away apparently uninjured.

June 22. A Rhode Island Co. car caught fire at the corner of Greene and Westminster streets, Providence, and several people were slightly bruised in trying to escape from car.

June 23. Rose Winogred ran in front of a Rhode Island Co. car at the corner of Douglas avenue and Goddard street, Providence, and was knocked down but not seriously injured.

June 24. A steam roller rolled down hill at Red Bridge, East Providence, and a heavy truck which it was drawing struck a Rhode Island Co. car and several passengers were frightened but not seriously hurt.

June 24. John Thompson, an inmate of Maine Soldier's Home, staggered onto track in front of a Rhode Island Co. car on Main street, Warren, and was killed.

June 24. Jennie O'Rourke stepped from a moving car of the Rhode Island Co. on Jefferson avenue, Pawtucket, and fell, slightly injuring her head.

June 24. A Rhode Island Co. car struck a wagon at the corner of North Main and North Court streets, Providence, and the shock of the collision threw a boy, Robert Garret, from the car, and he was injured about the shoulders.

June 25. A Rhode Island Co. car struck a buggy at Armington's Corners, East Providence, and Della and Atta Riddell were thrown out and badly shaken up.

June 25. Edward McGlone lost his hat as he was riding on a Rhode Island Co. car on Prospect street, Pawtucket. He jumped after it and fell, and was badly shaken up.

June 26. Conductor George Layfayette fall from running-board of a Rhode Island Co. car on Tockwotten street, Providence, and received several abrasions of the body.

June 26. Walter Tyler, employee of the Rhode Island Co., fell from top of car at Thurber's avenue car barn, and stuck his leg through car window, cutting himself badly.

June 26. As a Rhode Island Co. car was passing along Richmond street, near Pine, Providence, the circuit breaker blew out, and Anna T. Keefe fell off her seat from fright and was slightly bruised about the body.

June 27. A Rhode Island Co. car collided with a team at the corner of Smith street and Chalkstone avenue, Providence, and the driver, Wm. McKendrick, was thrown out and slightly bruised about the body.

June 28. A Rhode Island Co. car struck a wagon at South Main

and Wickenden streets, Providence, and the driver, Frank Locke, was thrown off and injured his ankle.

June 28. As a Rhode Island Co. car was passing along East and Wickenden streets, Providence, the controller burned out and the passengers jumped through the windows, and some of them were badly bruised. One man injured his knee badly.

June 29. A Rhode Island Co. car struck a wagon at Bassett and Blount streets, Providence, and the driver, E. Graham, was thrown out and his ankle slightly injured.

June 30. Jos. Rossi jumped from moving Rhode Island Co. car on Exchange Place, Providence, and was struck and knocked down by a passing horse and bruised about the head.

June 30. Charles Luther jumped from moving car of Rhode Island Co. on Hope street, Bristol. He received a bad cut near the left eye.

July 1. Chin Boo attempted to board a moving car of the Rhode Island Co., at Harrison street, Pawtucket, and fell, skinning his arm and cutting back of head.

July 2. Kate Ryan, in an intoxicated condition, fell from standing car of the Rhode Island Co. on Warren avenue, near Second street, East Providence, and cut her head.

July 3. A Rhode Island Co. car struck a team on East avenue, Providence, and the driver, Max Levine, and his son were thrown out. Mr. Levine was injured about the arms and legs, and his son received a slight scalp wound.

July 3. A boy, Roland Nevin, fell from a Rhode Island Co. car on Broad street, Providence, but was not seriously injured.

July 3. A Rhode Island Co. car struck a wagon on Atwell's avenue, Providence, and threw the occupants out; Chas. Caruso and James Sperra both were badly bruised. Sperra was taken to the Rhode Island Hospital.

July 4. Ephraim Wade tried to board a moving car of the Rhode Island Co. on South Main street, Providence, and fell, sustaining a slight scalp wound.

July 5. Frank Obrien jumped from a moving car of the Rhode Island Co. on North Main street, Providence, and sustained wounds on face, nose, and forehead.

July 6. Mrs. Edmund Logee fell in leaving standing car of the Rhode Island Co., at the corner of Dorrance and Westminster streets, Providence, but was not seriously hurt.

July 6. A Rhode Island Co. car struck a wagon at the corner of Foundry and Broad streets, Pawtucket, and Charles Braily and John H. Chase were thrown out. Chase was badly shaken up, and Braily was injured about the back.

July 9. A Rhode Island Co. car and an automobile were in collision on South Main street, Providence, and Jessie Beaman was thrown from the automobile and shaken up a little.

July 11. Elizabeth Dyer stepped backward from a moving car of the Rhode Island Co. on Elmwood avenue, Providence, and fell backwards, striking on the back of her head and sustaining a scalp wound and possible concussion.

July 15. A Rhode Island Co. car struck a wagon on Elmwood avenue, Providence, and threw the occupants out. Henry Becker complained of injuries about the chest, and John Flynn claimed that the wagon ran over his leg.

July 16. John Flannery attempted to leave moving car of the Rhode Island Co. at Boyden Heights entrance, East Providence, and was thrown and injured about the shoulders.

July 16. Miss Barrett and Miss Emily Spofford, passengers on a Rhode Island Co. car at Apponaug, became frightened at car tipping, and in the rush to leave the car were slightly bruised.

July 16. James Crosson stepped from moving car of the Rhode

Island Co. on Friendship street, Providence, fell and was bruised on forehead and nose.

July 19. Geo. Colwell walked in front of a Rhode Island Co. car on South Main street, Providence, and was knocked down and slightly cut on the head.

July 19. John Keegan, a child, ran from sidewalk into running board of a moving car of the Rhode Island Co. on Atwell's avenue, Providence, and was knocked down and cut a little about the head.

July 21. A boy, Richard Walsh, walking near track on Pawtucket avenue, East Providence, was struck by a Rhode Island Co. car. He was rendered unconscious and bruised about head and face.

July 22. In a collision between two Rhode Island Co. cars at Oakland Beach drawbridge, conductor Walter Hayden had his leg broken.

July 22. R. H. Washburn, conductor on freight car of the Rhode Island Co., fell from car at Moore's Cut, Natick, and had rib broken.

July 23. A child, Anna Dennis, ran onto track in front of a Rhode Island Co. car on Pawtucket avenue, and was knocked down and severely bruised.

July 25. A Rhode Island Co. car collided with a wagon at Eddy and Point streets. Elmer Blanchard, the driver, was thrown out and bruised about the ribs and stomach.

July 26. James Donovan, Franklin street, Bristol, stepped from moving car of the Rhode Island Co. on Exchange Place, Providence, and fell, receiving slight cut over left eye.

July 27. Michael Waldo jumped from moving car of the Rhode Island Co. on Washington Row, Providence, and fell, sustaining injuries to left elbow and hip.

July 29. Adelard Sutherland, while intoxicated, jumped from a moving car of the Woonsocket Street Railway Co. on Social street, Woonsocket, and sustained injuries to the head and body.

July 30. Mary Montague jumped from moving car of the Rhode Island Co. on Main street square, Pawtucket, and sprained her ankle.

July 30. Thos. M. Finney, intoxicated, stepped from bushes in front of a Rhode Island Co. car at Boyden Heights, East Providence, and was struck and knocked down, but not seriously injured.

Aug. 3. Ira E. Hall, sitting beside track in a dark place, near Grant's station, was struck and killed by a Rhode Island Co. car.

Aug. 5. Thomas Butler, under the influence of liquor, fell from seat of standing car on Main street, Pawtucket, and was rendered unconscious, but not seriously hurt.

Aug. 6. Wm. Ryan, conductor of Rhode Island Co. car, stuck his head out of door and was struck and killed by a passing car on Broad street, Providence.

Aug. 6. I. Lawson, riding on running-board of Rhode Island Co. car on Bullocks Point avenue, East Providence, was struck by pole and knocked from car and cut his head.

Aug. 6. John Carey jumped from moving car of the Rhode Island Co. on Broadway, Providence, and fell, bruising his head and shoulders. He was sent to the Rhode Island Hospital.

Aug. 6. An unknown Italian jumped from a moving car of the Rhode Island Co. at Crescent Park, East Providence, and fell and received slight bruises.

Aug. 6. Kate Owen stepped from moving car of the Rhode Island Co. at Dorrance and Westminster streets, Providence, and fell, striking back of head. Not seriously injured.

Aug. 7. As a Rhode Island Co. car was passing along Roger Williams avenue, Providence, Moses Banabedian attempted to change his seat and was struck by tree and knocked from car; not seriously injured; sent to Rhode Island Hospital.

Aug. 10. Michael McNally stepped from moving car of the Rhode

Island Co. at Broad and Peace streets, Providence, and fell, receiving a cut on the head.

Aug. 10. A Rhode Island Co. car struck a wagon full of women and children at Armington's Corners, East Providence. There were sixty-four people in the van, and of these Mrs. Bonser, Mrs. Littlefair, and Mrs. Sarah Greenwood were more or less bruised and cut by flying glass. None of them seriously injured.

Aug. 10. Mrs. Wildes stepped backward from a moving car of the Rhode Island Co. at Plainfield and Heath streets, Providence, and fell, sustaining a slight scalp wound.

Aug. 13. Catherine McGinnity when leaving standing car of the Rhode Island Co. at Berkeley, fell and broke her arm and cut herself slightly on the forehead.

Aug. 14. Mrs. Parish jumped from moving car of the Rhode Island Co. at Broad and Public streets, Providence. She fell and was rendered unconscious, but was otherwise uninjured.

Aug. 15. John McEwen stepped in front of moving car of the Rhode Island Co. on South Main street, Providence, and was knocked down, receiving injuries to head and chest.

Aug. 15. A Rhode Island Co. car struck a push-cart on Westminster street, Providence, and the handle of the cart flew around and knocked the man down, injuring him slightly about the shoulders.

Aug. 17. M. C. Chapelle tried to board moving car of the Rhode Island Co. at Watchemoket Square, East Providence, and was dragged some distance and injured about right hip slightly.

Aug. 17. A Rhode Island Co. car took the switch wrong on Pawtucket avenue, East Providence, and the conductor, A. G. Gross was pinned between car and pole and his legs were slightly injured,

Aug. 19. A Rhode Island Co. car struck a wagon at East street. Riverside, and the driver, Joseph Menes, was thrown out and leg injured.

Aug. 19. D. Regan jumped from moving car of the Rhode Island Co. on North Main street, Providence, and fell, cutting his nose and chin.

Aug. 19. Nora Shea stepped from behind one Rhode Island Co. car directly in front of car going in opposite direction, and was knocked down and somewhat bruised.

Aug. 19. A Rhode Island Co. car struck a wagon on South Main street, Providence, and threw two men out. The driver, Albert Anderson, suffered from contusion of back and right shoulder. The other man, Hyman Frank, was not seriously injured.

Aug. 20. Nellie Carr stepped from moving car of the Rhode Island Co. at the corner of Dorrance and Weybosset streets, Providence, and fell, bruising her face.

Aug. 20. Mrs. Smith fell in alighting from standing car of the Newport division of the Old Colony Street Railway Co. at the corner of Franklin and Spring streets, Newport. She was cut about the face and bruised.

Aug. 20. As an Old Colony Street Railway Co. car was passing along near Caswell Place, Middletown, the conductor, Geo. B. Anthony, was struck on hip by pole and injured.

Aug. 21. Wm. J. Smythe, boarding a Rhode Island Co. car on Westminster street, Providence, struck his head violently against post on car and sustained a slight scalp wound.

Aug. 21. Annie Kirkorian was struck and knocked down by a car of the Rhode Island Co. on Westminster street, Providence. She was severely injured about right hip and bruised about body.

Aug. 23. William Dary, engaged in laying paving stone near works of Union Wadding Co., Pawtucket, was struck by car of the Rhode Island Co. and bruised about the face, and had toe on left foot crushed. He was taken to the Twin City Hospital.

Aug. 23. An unknown man jumped from a moving car of the

Rhode Island Co. on Broad street, Providence, and fell, cutting his face slightly.

Aug. 26. Sadie Saunders, a little girl, ran onto track from behind team directly in front of a Rhode Island Co. car on South Main street, Providence, and was knocked down and carried along on fender. She was badly bruised about the body.

Aug. 26. Dr. C. L. Greene drove his team onto Elmwood avenue, Providence, directly in front of a Rhode Island Co. car. The buggy was struck, and Dr. Greene was thrown out and injured about the head. He was taken to the Rhode Island Hospital.

Aug. 27. A Rhode Island Co. car struck a wagon at Coopers' turnout and the horse ran away, and John Tolman, the driver, was thrown out and injured slightly about the right leg.

Aug. 29. G. Feitel ran out from behind a wagon on Main street, Pawtucket, directly in front of a Rhode Island Co. car, and was struck and knocked down and left leg crushed, and was also injured about the body. He was taken to the Twin City Hospital.

Aug. 30. James A. McKenna, on a bicycle, attempted to cross track in front of a Rhode Island Co. car at Main street terminus, Pawtucket, and was struck and received gash in back of head and was bruised about the body. He was taken to the Twin City Hospital.

Aug. 30. In a collision between a sand car and a passenger car of the Old Colony Street Railway Co., in Middletown, near Valley Road, the following were injured: Mrs. James T. Kaull, knee injured; Mrs. Jones, wrist sprained; Mrs. Reeves, internal injuries. Others slightly bruised.

Sept. 1. A Rhode Island Co. car struck a street sweeper on South Main street, Providence, and knocked the driver, John Geary, off, and he claimed he was injured about the back.

Sept. 2. Amos Maynard stepped in front of a Rhode Island Co.

car on South Main street, near Planet, Providence, and was knocked down and left shoulder bruised.

Sept. 2. John Giblin, standing between seats of open car of the Rhode Island Co. on Francis street, Providence, was thrown or fell off as car was rounding curve, and was cut over the right eye.

Sept. 2. George Richmond, while leaving moving car of the Rhode Island Co. on North Main street, Providence, fell and was cut about the face.

Sept. 3. Minnie Knox jumped from rapidly moving car of the Rhode Island Co. at Washington Park and struck on the back of her head. She was bruised about body and limbs and taken to Dr. Buxton's office.

Sept. 4. Silas E. Ward, walking on track on private right of way, near Lakewood, was struck by a Rhode Island Co. car and thrown to side of track, and received injuries to back and head and possibly internal injuries.

Sept. 4. Flora Lecour, in leaving car of the Woonsocket Street Railway Co., while same was in motion, on Clinton street, Woonsocket, was quite severely bruised about the head and right knee. She was taken to her home.

Sept. 5. Nora McDonald was struck by a Rhode Island car on Richmond street, Providence, and slightly injured.

Sept. 5. John Carr claims he was struck by a Rhode Island Co. car on Atwell's avenue, Providence, and had foot hurt.

Sept. 8. James Downey was struck by a Rhode Island Co. car on South Main street, Providence, and knocked down and slightly bruised about the body.

Sept. 10. A Rhode Island Co. car struck a wagon containing Oliver Theroux and wife, at Greystone, R. I. Mr. Theroux had right arm broken and chin cut. His wife had a severe scalp wound, and was injured about back and chest. She was taken to the Rhode Island Hospital.

Sept. 10. Freda Dufresne, standing between seats of open car of the Rhode Island Co. at Moore's corner, East Providence, lost her balance as car was rounding curve, and fell, striking upon her head, and was slightly bruised.

Sept. 10. In changing cars of the Rhode Island Co. near the Cumberland car house, Elizabeth Stringfellow stepped into ditch on private land owned by the company and sprained her ankle and injured her right hip.

Sept. 10. Bernard Anderson, walking on track between Palace Garden and Lakewood on Buttonwoods Line, was struck by a Rhode Island Co. car, and had shoulder dislocated. Taken to Rhode Island Hospital.

Sept. 11. A Rhode Island Co. car struck a tip-cart on Warren avenue, East Providence, and the two occupants were thrown out. Geo. Taylor had his arm broken, and William Hennessey struck on his head and received concussion of the brain.

Sept. 16. A Rhode Island Co. car struck a wagon on Eddy street, Providence, and the driver, P. Max, was thrown out and badly shaken up and bruised.

Sept. 17. A Rhode Island Co. car struck a wagon on County street, East Providence, and T. W. Betz, a passenger on running-board of car, was struck by some part of the wagon and bruised on right hip; injuries slight.

Sept. 18. J. Shuttleworth tried to board moving car of the Rhode Island Co. on Westminster street, Providence, and fell, dislocating his left shoulder.

Sept. 20. Cora Sweet, when leaving car of the Rhode Island Co. on Weybosset street, Providence, fell and sprained her ankle.

Sept. 21. Sidney Jackson, running to catch car of the Rhode Island Co. on Pawtucket avenue, East Providence, ran too near track, and was struck by car and knocked down and left leg fractured.

Sept. 24. A rear end collision occurred between two cars of the Rhode Island Co. on Cranston street, Providence. The following were the most seriously injured: Frank Tieney, motorman, bruised about head and body; Geo. E. Congdon, Knightsville, bruised about body; Thos. Glancy, 185 Manton avenue, badly bruised; Ethel Smith, Westminster street, nervous shock.

Sept. 24. Albert Lazell attempted to board a moving car of the Rhode Island Co. at the corner of Weybosset and Richmond streets, Providence, and fell, cutting his hand, and he was rendered unconscious, and taken to the Rhode Island Hospital.

Sept. 24. As a Rhode Island Co. car was passing along Westminster street, Providence, the controller caught fire, and in the panic which followed, John J. Keller was cut on the face and had nose bleed.

Sept. 25. In a head-on collision between two Rhode Island Co. cars on Market Square, Dr. F. S. Neff was cut in the face by flying glass.

Sept. 26. In a head-on collision of Rhode Island Co. cars at Westcott station, Robert Moran, East Greenwich, jumped from one of the cars and broke his leg.

Sept. 26. A Rhode Island Co. car struck a wagon at the foot of Pawtucket Avenue Hill, and the driver, Patrick Conroy, was thrown out, and face, right ankle, and right arm were bruised and back sprained.

Oct. 2. A Rhode Island Co. car struck a wagon on Eddy street, Providence, and the driver, James Murphy, was thrown out and three ribs fractured.

Oct. 2: A Rhode Island Co. car struck a wagon on Eddy street, Providence, and the driver, John Harrington, was thrown out and bruised about back and sides.

Oct. 3. A Rhode Island Co. car struck a wagon at Taft and

Pleasant streets, Pawtucket, and the driver, James Flanagan, was thrown back into wagon and claimed his back was hurt.

Oct. 4. A Rhode Island Co. car struck a wagon on Westminster street, Providence, and the driver, Frank Wirth, fell out and skinned both shins.

Oct. 5. Edward Jennison, Conimicut, walking track, near Palace Gardens, Buttonwoods line, was struck by a Rhode Island Co. car and killed.

Oct. 5. Etta Bader ran in front of a Rhode Island Co. car at the corner of North Main street and Hamilton Place, Providence, and was knocked down and received injuries from which she died later.

Oct. 6. A Rhode Island Co. car struck a buggy at the corner of Rand and Dexter streets, Pawtucket, and Noel Champagna was thrown out and received injuries which resulted in his death.

Oct. 7. John McNamee staggered into the side of a Rhode Island Co. freight car on North Main street, Providence, and was knocked down and received a scalp wound.

Oct. 8. Domenico Calzone jumped from a rapidly moving car of the Rhode Island Co. on Plainfield street, Providence, and struck on his head, fracturing his skull.

Oct. 8. Samuel Arnold attempted to cross the track in front of slowly moving car of the Rhode Island Co. on Somerset street, Providence, and was struck and knocked down and injured about the head.

Oct. 11. Chas. Riley ran in front of car of the Rhode Island Co. on Point street, Providence, and was knocked down. He was taken to the Rhode Island Hospital where it was found his leg had to be amputated, and he died from the shock.

Oct. 11. A Rhode Island Co. car struck a wagon at Beacon avenue, on Broad street, Providence, and Charles Olson, the driver, had right forearm skinned.

Oct. 12. A Rhode Island Co. car struck a wagon at North Main

and Lippitt streets, Providence, and the driver, Samuel Flink, was thrown out and lower left rib fractured.

Oct. 16. John Ward was struck by a Rhode Island Co. car on Main street, Pawtucket, and was cut about the head. He was attended by Dr. Johnson.

Oct. 16. A Rhode Island Co. car struck a wagon on Charles street, Providence, and the driver, Reuben Vicker, claimed he hurt elbow and knee.

Oct. 18. Robert Welch, freight brakeman, Rhode Island Co., was caught between fence and side of car on Dyer street, Providence, and had his ribs crushed, six of them being broken. He was taken to the Rhode Island Hospital.

Oct. 21. A Rhode Island Co. car ran down a steep grade and collided with another car at Clyde Square, and the passengers were shaken up but not hurt.

Oct. 25. A Rhode Island Co. car collided with a low-gear at Westminster and Dexter streets, Providence, and the driver, William Haskins, was thrown out and badly injured about the head.

Oct. 27. Cornelius Sheehan was badly injured when an Old Colony Street Railway Co. car left the rails and tipped over at Two Mile Corner, in Middletown. He was taken to the Newport Hospital.

Oct. 29. A Rhode Island Co. car struck a milk wagon at East Greenwich and Main streets in North Kingstown. The wagon was overturned and the driver, Benjamin Allen, bruised about face and body.

Oct. 31. A team was driven on the tracks of the Rhode Island Co. on Pawtucket avenue, East Providence, and was struck by car, and the driver, John W. Peck, was thrown out and bruised about the head.

Nov. 1. Samuel Elmer stepped from moving car of the Rhode Island Co. on Constitution street, Bristol, and fell. He claimed he injured his right knee and arm.

Nov. 8. L. K. Stewart fell from a Rhode Island Co. car as it was rounding curve on Smith street, Providence, and was cut over left eye and had nose broken.

Nov. 9. A Rhode Island Co. car struck a wagon at Hartford and Laurel Hill avenues, Providence, and F. P. Harris, the driver, was thrown out, cutting his head.

Nov. 10. Chas. Jackman, freight brakeman, Rhode Island Co., in coupling cars at Elmwood avenue car house, had two fingers on his left hand crushed. He was taken to the Rhode Island Hospital.

Nov. 11. Walter Goll left car of the Rhode Island Co. while it was in motion on Olney street, Providence, and fell, sustaining a cut over one eye.

Nov. 12. In a collision between two Rhode Island Co. cars on Richmond street, Providence, Max Hanapol was cut over right eye and rendered unconscious. He was taken to the Rhode Island Hospital. Several other persons were badly shaken up.

Nov. 17. A Rhode Island Co. car struck a wagon at Apponaug Four Corners, and the driver, Owen Lynch, was thrown out and bruised about head and body and rendered unconscious.

Nov. 18. A Rhode Island Co. car and a wagon collided at Barton and Dexter streets, Pawtucket, and Marker Kirkorian, the driver, was thrown out and sprained right wrist.

Nov. 21. Edward Bush was knocked down by a Rhode Island Co. car at the corner of Fenner and Broad streets, Providence. He was rendered unconscious and sustained a slight scalp wound.

Nov. 23. The controller caught fire on a Rhode Island Co. car at Chaffee street and Manton avenue, Providence, and a panic followed. Annie Edgerly was injured about the knees. Other persons were slightly bruised.

Nov. 23. In a rear end collision of two Rhode Island Co. cars at Washington and Greene streets, Providence, several persons were

slightly bruised, and Mrs. Geo. Dyer, who was standing at the time, was thrown down and right arm injured.

Nov. 24. Michael A. McGlynn either fell or was thrown from a Rhode Island Co. car at Patt street, Pawtucket, and was bruised about head and body.

Nov. 24. A Rhode Island Co. car struck a wagon at Crescent Park, East Providence, and the driver, Albert Frieberger, was thrown out and sustained a bad scalp wound.

Nov. 26. The rear trucks of a Rhode Island Co. car split switch at Bullock's Point avenue, Riverside, and the conductor, Wm. Salstein, was thrown to the ground and bruised and cut about face and back strained. Stella Simmons, a passenger, was thrown to floor of car and somewhat bruised.

Nov. 28. Michael Scully was knocked down by a Rhode Island Co. car at the corner of Broad and Hoyle streets, Providence, and seriously injured. He was taken to the Rhode Island Hospital, where he died.

Dec. 6. A Rhode Island Co. car collided with a coupe on Steeple street, Providence, and Miss Cornelia Hartshorn, who was in the coupe, was struck by glass and slightly cut.

Dec. 6. A Rhode Island Co. car struck a wagon on Eddy street, Providence, and the driver, Francis Radigan, was thrown backward from seat and wrenched his back.

Dec. 6. Joseph McDonald, stealing a ride on a Rhode Island Co. car on Prospect street in Pawtucket, fell and was slightly cut about the face.

Dec. 8. Herbert Waterman, motorman of a Rhode Island Co. car that collided with a car ahead of it on Tockwotton street, Providence, had right leg slightly injured.

Dec. 11. A Rhode Island Co. car struck an ice wagon on Massasoit avenue, East Providence, and the driver, A. H. Threshier, was thrown out and injured about right leg.

Dec. 13. James Grewcock was trying to keep a horse from tracks of the Rhode Island Co. on Main street, East Greenwich, when the horse suddenly threw his head around, forcing the man onto the track, where he slipped and fell and was struck by car and instantly killed.

Dec. 13. John McLoughlin was standing by his horses' heads on Pawtucket avenue, East Providence, when the wagon was struck by car and the end of the pole struck the man in left side, injuring him slightly.

Dec. 15. A Rhode Island Co. car struck a wagon at North Main and Third streets, Providence, and the driver, Ahorn Damurjian, was thrown out and badly bruised.

Dec. 16. A Rhode Island Co. car split the switch on Cranston street, near the repair shop, Providence, and Kate Swanson was injured about neck and shoulders, and John Donovan and Helen Dixon had their backs wrenched. Several other passengers were badly shaken up.

Dec. 16. Marshall Gonsolne, of Assonet, Mass., was about to board a Rhode Island Co. car at Traverse and Wickenden streets, Providence, when a team came along and knocked him down, running over his right ankle and fracturing it.

Dec. 16. Thomas J. Kiernan jumped from moving car of the Rhode Island Co. at Turk's Head, Providence, and fell, wrenching left side.

Dec. 18. A Rhode Island Co. car struck a wagon at Charles and Orms streets, Providence, and Hugh Green, the driver, was thrown out and injured about the head. He went to the Rhode Island Hospital.

Dec. 18. The controller caught fire on a Rhode Island Co. car, near Mill street on North Main street, Providence, and the motorman, G. L. Manley, was slightly burned. Several passengers frightened.

Dec. 19. A Rhode Island Co. car struck a wagon on Westminster

street, Providence, and Batiste Caito, the driver, was thrown out, spraining his wrist.

Dec. 19. A Rhode Island Co. car struck a low-gear on Hartford avenue in front of Atlantic Mills, and threw Gætano Santopadre out, and he was injured about the right ankle and shoulder.

Dec. 22. John H. Drury fell from rear platform of a Rhode Island Co. car at the corner of Friendship and Chestnut streets, Providence, and skinned his face.

Dec. 23. John Rocco, driver of wagon that was struck by a Rhode Island Co. car at Broad and Lockwood streets, Pawtuxet, was thrown out and slightly bruised.

Dec. 23. Staniston Mercier, of Blackstone, Mass., while in an intoxicated condition, jumped in front of moving car No. 62 of the Woonsocket Street Railway Co. on Blackstone street, Woonsocket, and was struck. He was injured about the head and taken to Woonsocket Hospital, and discharged December 26.

Dec. 24. Edwin Arnold, of Tarkiln, while waiting for a car at Putter's switch, Slatersville, was struck by car of Columbian Street Railway Co., and slightly injured about the head.

Dec. 24. James E. Orr stepped from moving car of the Rhode Island Co. on Reservoir avenue, Providence, and fell, injuring his knee.

Dec. 24. As a Rhode Island Co. car was passing along Exchange Place, Providence, the controller caught fire and caused a panic, and the following were cut and bruised in the rush that followed: Edgar and Hannah Snyder, Nellie Sullivan, and John Drum.

Dec. 26. The controller of a Rhode Island Co. car caught fire on Evergreen street, Pawtucket, and Laura Garin was frightened and somewhat bruised in the panic which followed.

Dec. 31. Charles Potter stepped from moving car of the Rhode Island Co. on Elmwood avenue, Providence, and fell, bruising his head and face and shoulders.

CHANGES, EXTENSIONS, AND IMPROVEMENTS.

The Rhode Island Company.—Improvements have been made the past year in the way of extension of lines and additions to equipment, the main work being the completion of the extensions as outlined fully in report for the previous year, and such minor changes in the operation of existing lines as have appeared to be necessary to afford better transportation facilities, the aim of the management being to continue to improve its service in every way possible to the advantage of the public.

An important addition of track has been the extension of the Charles street line in the city of Providence to connect with the tracks of the Providence and Burrillville Street Railway Company in the town of North Providence, so that through cars between the cities of Providence and Woonsocket are now in operation. Another improvement has been the laying of a second track on Warren and Bullock's Point avenue in the town of East Providence to provide a double track for the Crescent Park line, and thus obviate the interruptions to a safe and convenient transportation service that were constantly occurring during the heavy summer traffic, due to a portion of the line being single track.

The extension of the Hope street line from Rochambeau avenue northerly about 2,000 feet has been completed, and in the near future, by changes that are proposed for the route at Angell, Meeting, and Thayer streets, it will be possible for the company to re-arrange the service between Providence and Pawtucket, via this and the East avenue route.

The Smith street route has been extended from Centerdale to Grey-stone in the town of North Providence.

The assent of the town council of Cumberland having been obtained for the removal of the narrow gauge lines within the limits of the town, the company has relaid the tracks so that now the entire system is of standard gauge.

The tracks of the Interstate Consolidated Street Railway Company

have, during the past year, been relaid between Pawtucket and Attleborough.

In the matter of additional construction the company has erected a building for a freight house at the junction of Taft and Pleasant streets in the city of Pawtucket.

The power capacity of the main station in Providence has been increased by the addition of one 2,500 K. W. Parsons Turbo-generator, making the total capacity of the Manchester street station 30,000 horse power.

To the rolling stock of the company there has been added 16 twenty-five-and-one-half-feet closed cars; 20 thirteen-bench open cars; 4 express cars, double trucks; 1 service car, double truck; 1 locomotor, and 12 single-truck plows.

Mr. Robert I. Todd, the General Manager for the past three years, having resigned to accept a similar position in Indianapolis, Mr. Albert E. Potter, formerly Superintendent of Transportation, has been appointed in his place. Mr. Potter's connection with the company for several years, and thorough acquaintance with the needs of the public, make him well fitted to assume the responsibilities of his new position, and in so far as his influence is exerted it will, without doubt, be toward the further continuance of the policy, which the company has long maintained, of giving to the public the best transportation service possible by a street railway.

The Providence and Burrillville Street Railway Company was open for business November 27. This road is located in the towns of North Smithfield and Lincoln, making connection at the northern terminus with the Woonsocket Street Railway Company, and at its southern terminus with the Rhode Island Company, so that the cars will run direct from Woonsocket to Providence. The road-bed runs almost exclusively on land owned by the corporation, crossing several highways, but no other railroad, steam or electric.

The road is laid out in almost a straight line from Woonsocket to Providence, and makes no attempt to run through the several villages located along its line.

The mileage of the road proper is about ten miles, the road-bed gravel ballasted, rails 75 pounds to the yard, on eight-foot ties, connected with Weber joints.

The cars are of the latest vestibule pattern, with all modern improvements, and capable of making all the speed desired for an express line between Providence and Woonsocket.

The travel over this line since its opening has fully demonstrated the great advantage of a direct connection of the two cities by an electric line, and its appreciation by the people of both cities has been fully manifested by the patronage it has received.

The route is through a picturesque portion of the country and will make a most pleasing ride, especially in the summer time, for those who wish to avoid the heat of the cities or of closed steam cars.

The Westerly and Hopkinton Railway Company has not been put in operation, owing to delays for various reasons. They report that a contract has been made with a reliable construction company to build and equip the road; some track has been laid, and it is intended to complete the road as soon as possible.

This road is to run from Westerly through Stillmanville, White Rock, and Potter's Hill to Ashaway, a distance of four and one-fourth miles.

The Western Rhode Island Railway Company has not yet, so far as I have been able to ascertain, commenced to build its road.

The Point Judith Railway Company was organized May 16, 1905, and paid a tax to the General Treasurer of the State, but so far as I have been able to ascertain, no further progress has been made.

The Worcester and Providence Railway Company paid its tax to the General Treasurer May 26, and a meeting was called for organization for November 28, but no further report has been received at this office.

In the appendix to this report will be found the returns of the several steam and electric or street railroad corporations, chartered by or operating railroads in this State, with tables compiled there-

from; also such new legislation relating to such corporations as has been enacted by the General Assembly since my last report, including charters for new companies and amendments to charters of existing companies.

There should be a comprehensive revision of the laws of this State concerning railroads. As the law now stands upon the statute books there is great ambiguity as to what portion of it applies exclusively to the steam roads, and what to the street or trolley roads. The general law in relation to railroad corporations was enacted before any such thing as street railroads existed in this State. And there was really no law in regard to street railroads or tramways until in 1889 the General Assembly adopted as section 7 the following:

"SECTION 7. The word railroad as used in this chapter, except in section nine, shall be construed so as to include all so-called tramways, and all other railroads operated by steam or other power."

Section nine, which is alone excepted from the provisions of section seven as above, refers to the right of a passenger to take with him personal baggage to the amount of eighty pounds, free of charge. But there are very many portions of the general railroad laws which, if made to apply to street or trolley cars, would prove not only annoying but burdensome and expensive. As for example, section 25 of chapter 187 requires that "every railroad corporation shall carry on each passenger car a sufficient quantity of good drinking water, with suitable vessels for using the same, and every railroad corporation refusing or neglecting to comply with the requirements of this section shall be fined twenty-five dollars."

Section 26 of same chapter provides that "every railroad corporation shall provide and keep in every car used by it for the transportation of passengers, one pail, one axe, and one iron bar, which shall at all times be kept in order for use. Every railroad corporation violating the provisions of this section shall be fined one hundred dollars for each offence, one half thereof to the use of the complainant and one half thereof to the use of the State."

By section 12 of the same chapter, at every grade crossing of turn-pike, highway, or public way, sign boards shall be erected upon each side of said crossing, etc.

These are but samples of the many inconsistencies in the railroad laws, caused by the attempt to make the railroad law, that was originally intended and did apply to steam railroads, apply to all other railroads, although the conditions are entirely different.

A strict interpretation of the law would require signboards erected at both sides at every place where a railway crossed a street in cities and towns, which would not only prove expensive to the railways, but would appear ridiculous in the extreme. And the same criticism would apply to several other sections of chapter 187. Since the passage of the law of 1889, provisions relating to street roads have been sandwiched in among the other provisions, so that our railway law is a patchwork of old and new legislation, which is not creditable to the State.

I have, in accordance with law, made many recommendations to the General Assembly as to the operation of cars upon street and steam roads, but none have seemed to meet with its approbation, or they have been overlooked or forgotten. The Railroad Commissioner has but little power as compared with the Commissioners of other States, and in many cases all he can do is to recommend. He is often censured for doing or not doing certain things over which he has no authority. When complaints are made to him about all he can do is to see the railroad officials and persuade them, if possible, to change or modify the evils complained of. In many cases I have been successful in my attempts to change conditions, but sometimes have failed to do so.

I would repeat my recommendation of last year, that "all new railroad corporations, steam or trolley, be required to notify the Railroad Commissioner, immediately upon their organization, of the fact, giving the date of same, a full list of officers chosen, with post

office address of president or secretary, the amount of capital stock authorized by charter, and the location of the business office of said company."

I would also renew my recommendation that all cars on street or trolley lines that are used in cold weather should be provided with vestibules. There are still some long routes, notably in Pawtucket, Lincoln, and Cumberland, which are unprovided with vestibules, and not only do the motormen and conductors suffer severely from the cold, but passengers obliged to ride near the doors are in danger of taking severe colds, resulting sometimes in pleurisy or pneumonia, as a result of the cold drafts which invade the cars whenever doors are open to receive or discharge passengers.

I would also renew my recommendation that the Railroad Commissioner be given some supervision over all matters on railroads that pertain to the safety or accommodation of passengers.

The office, No. 121 State House, is open during business hours, and any information therein contained will be cheerfully furnished to those who may call.

Respectfully submitted,

E. L. FREEMAN,

Railroad Commissioner.

INDEX TO REPORT.

	PAGE.
General Railroad Business, 1905.....	3

STEAM ROADS—OBSERVATIONS AND STATISTICS:

Accidents.....	44-60
Bridges.....	11
Capital Stock.....	7
Dividends.....	8
Grade Crossings.....	12-17
Heating of Cars.....	11
Improvements.....	60-64
Indebtedness.....	8
Merchandise Transported.....	10
Passengers Carried.....	9
Persons Employed.....	10
Property and Assets.....	8
Rates of Fare.....	10
Receipts and Expenditures.....	8
Rolling Stock.....	10
Stations.....	11
Complaints.....	36-44

STREET ROADS:

Accidents.....	68-98
Changes, Improvements, and Extensions.....	99-100

STREET RAILWAYS—Concluded.

Providence & Burrillville Railway Company.....	100
Westerly & Hopkinton Railway Company.....	101
Worcester & Providence Railway Company.....	101
Western Rhode Island Company.....	101
Point Judith Railway Company.....	101
Recommendations.....	101-104

ILLUSTRATIONS:

N. Y., N. H. & H. R. R., Arthur Avenue Extension, abolishing Acorn Street Crossing.....	Frontispiece.
N. Y., N. H. & H. R. R. Bridge, over Pawcatuck River, near Carolina....	16
N. Y., N. H. & H. R. R. Bridge, over Pawcatuck River, near Shannock....	60
N. Y., N. H. & H. R. R. Bridge, over Pawcatuck River, near Wood River Junction.....	64

APPENDIX,

CONTAINING THE

ANNUAL REPORTS AND LISTS OF OFFICERS

OF THE

RAILROAD COMPANIES OF THE STATE,

FOR THE YEAR ENDING JUNE 30, 1905,

WITH

STATISTICAL TABLES, NEW LEGISLATION, ETC.

RETURNS
OF THE
STEAM RAILROAD COMPANIES
FOR THE YEAR ENDING JUNE 30, 1905.

**THE NEW YORK, PROVIDENCE & BOSTON RAILROAD
COMPANY.**

Incorporated, June, 1832. Opened, November, 1837.

**The New York, Providence & Boston R. R. Company has been merged in the
New York, New Haven & Hartford R. R. Co., and has ceased to exist as a sepa-
rate organization.**

RETURN OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.

Organized August 6, 1872.

SCHEDULE OF LEASED ROADS.

Old Colony Railroad,	Pawtuxet Valley Railroad,
New England Railroad,	Plymouth & Middleboro Railroad,
Boston & Providence Railroad,	Rhode Island & Massachusetts Railroad, Massachusetts Division,
Providence & Worcester Railroad,	Rhode Island & Massachusetts Railroad, Rhode Island Division,
Norwich & Worcester Railroad,	Nantasket Beach Railroad,
New Haven & Northampton Company,	Woonsocket & Pascoag Railroad,
Harlem River & Port Chester Railroad,	Milford & Woonsocket Railroad,
Naugatuck Railroad,	Rockville Railroad,
Boston & New York Air Line Railroad,	Chatham Railroad,
New Haven & Derby Railroad,	West Stockbridge Railroad,
Providence & Springfield Railroad,	Milford, Franklin & Providence Railroad,
Danbury & Norwalk Railroad,	Colchester Railroad,
Berkshire Railroad,	Middletown, Meriden & Waterbury Railroad.
Holyoke & Westfield Railroad,	
Stockbridge & Pittsfield Railroad,	
Providence, Warren & Bristol Railroad,	

OFFICERS.

President.....	Charles S. Mellen.....	New Haven, Conn.
Assistant to the President.....	T. E. Byrnes.....	Boston, Mass.
Vice-President of the Board.....	Charles F. Brooker.....	Ansonia, Conn.
First Vice-President.....	Percy R. Todd.....	New Haven, Conn.
Second Vice-President.....	F. S. Curtis.....	Boston, Mass.
Third Vice-President.....	H. M. Kochersperger.....	New Haven, Conn.
Fourth Vice-President.....	E. H. McHenry.....	New Haven, Conn.
Secretary.....	John G. Parker.....	New Haven, Conn.
Treasurer.....	A. S. May.....	New Haven, Conn.

Assistant Treasurer.....	T. F. Paradise.....	New Haven, Conn.
Attorney.....	E. G. Buckland.....	New Haven, Conn.
Attorney.....	F. A. Farnham.....	Boston, Mass.
Chief Engineer.....	C. M. Ingersoll.....	New Haven, Conn.
General Manager.....	S. Higgins.....	New Haven, Conn.
General Superintendent.....	O. M. Shepard.....	New Haven, Conn.
Asst. General Superintendent.....	J. A. Warner.....	New Haven, Conn.
Asst. General Superintendent.....	A. W. Martin.....	Boston, Mass.
Passenger Traffic Manager.....	Geo. L. Connor.....	New Haven, Conn.
General Passenger Agent.....	A. C. Kendall.....	Boston, Mass.
Asst. General Passenger Agent.....	F. C. Coley.....	New Haven, Conn.
General Baggage Agent.....	Geo. A. Morton.....	New Haven, Conn.
Freight Traffic Manager.....	E. L. Somers.....	Boston, Mass.
General Freight Agent.....	F. S. Holbrook.....	New Haven, Conn.

DIRECTORS.

William Rockefeller.....	New York, N. Y.
J. Pierpont Morgan.....	" " "
George Macculloch Miller.....	" " "
*John M. Hall.....	New Haven, Conn.
Charles F. Choate.....	Boston, Mass.
Nathaniel Thayer.....	Boston, Mass.
Charles F. Brooker.....	Ansonia, Conn.
George J. Brush.....	New Haven, Conn.
I. De Ver Warner.....	Bridgeport, Conn.
Arthur D. Osborne.....	New Haven, Conn.
Frank W. Cheney.....	So. Manchester, Ct.
Edwin Milner.....	Moosup, Conn.
William Skinner.....	Holyoke, Mass.
D. Newton Barney.....	Hartford, Conn.
Richard A. McCurdy.....	New York, N. Y.
Charles S. Mellen.....	New Haven, Conn.
H. McK. Twombly.....	New York, N. Y.
†William D. Bishop.....	Bridgeport, Conn.
Robert W. Taft.....	Providence, R. I.
A. J. Cassatt.....	Philadelphia, Pa.

*John M. Hall deceased January 27, 1905, and John H. Whittemore was elected in his place.

†William D. Bishop resigned March 11, 1905, and James S. Elton was elected in his place.

Percy R. Todd.....	New Haven, Conn.
John H. Whittemore.....	Naugatuck, Conn.
James S. Elton.....	Waterbury, Conn.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$80,000,000 00
Convertible debenture certificates.....	185,300 00
Non-convertible debenture certificates.....	25,000,000 00
Funded debt.....	12,004,000 00
Floating debt.....	28,803,255 33
Total gross debt, not including capital stock.....	65,992,555 33
Total liabilities.....	145,992,555 33
Construction account.....	49,804,662 98
Equipment account.....	18,945,498 23
All other assets.....	92,360,991 98
Total property and assets.....	161,111,153 19
Receipts, passenger department.....	24,146,454 49
Receipts, freight department.....	25,341,855 19
Receipts from all other sources.....	1,717,089 88
Total receipts.....	51,205,399 56
Operating expenses, including salaries and wages.....	35,833,022 61
Interest paid within the year.....	1,867,857 49
Taxes paid within the year.....	2,659,623 95
Salaries and wages (see above).....	
All other expenditures, on account of operation, rental of leased lines.....	4,136,843 07
Total expenditures.....	44,497,347 12
Gross earnings, from operation.....	49,981,947 77
Net earnings.....	6,708,052 44
Rate and amount of dividend paid, 8 per cent.....	6,400,000 00
Surplus after paying dividend.....	308,052 44
Surplus at beginning of year.....	14,649,036 67
Net additions to profit and loss during year.....	161,508 75
Surplus at close of year.....	15,118,597 86
Expended during year for new rolling stock.....	3,564,522 01
Expended during year for repairs of rolling stock.....	4,083,227 90
Rolling stock account at beginning of year.....	15,380,976 22
Rolling stock account at end of year.....	18,945,498 23

Expended for maintenance of way and structures.....	5,168,709 32
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	5,168,709 32
Balance of construction account at beginning of year.....	45,982,160 71
Balance of construction account at end of year.....	49,804,662 98
Total number of passengers carried during year.....	63,323,475
Total number of tons merchandise carried during year.....	18,321,327
Number of locomotives.....	1,186
Number of locomotives equipped with driver brakes.....	1,186
Number of passenger train cars, all lines.....	2,106
Passenger train cars equipped with power brakes.....	2,106
Passenger train cars equipped with improved quick-acting brakes.....	2,106
Passenger train cars heated by direct steam.....	2,055
Passenger train cars heated by steam heaters.....	48
Number of freight cars.....	17,475
Number of freight cars equipped with power brakes.....	17,323
Number equipped with automatic couplers.....	17,475
Total length of road in miles—	
Owned.....	438.30
Average operated.....	2,075.45
Miles of road in this State—	
Main line, owned.....	43.94
Branch, Auburn to Pontiac, owned.....	4.69
Branch, Auburn to Henderson street, owned.....	3.58
Old Colony R. R.....	18.32
Boston & Providence R. R.....	7.75
New England R. R.....	26.87
Providence & Worcester R. R.....	21.90
Providence & Springfield R. R.....	26.10
Providence, Warren & Bristol R. R.....	14.90
Woonsocket & Pascoag R. R.....	9.45
Rhode Island & Mass. R. R.....	7.07
Pawtuxet Valley R. R.....	5.67
Total.....	190.24
Miles of track in this State reckoned as single track—	
Main line, owned.....	117.57
Branch, Auburn to Pontiac, owned.....	5.08
Branch, Auburn to Henderson street, owned.....	6.13
Old Colony R. R.....	25.98

Boston & Providence R. R.....	39.69
New England R. R.....	44.93
Providence & Worcester R. R.....	96.70
Providence & Springfield R. R.....	31.05
Providence, Warren & Bristol R. R.....	32.17
Woonsocket & Pascoag R. R.....	10.58
Rhode Island & Mass. R. R.....	7.90
Pawtuxet Valley R. R.....	7.12
Total.....	424.90
Number of regular stopping places in this State—	
Main line.....	23
Branch, Auburn to Pontiac.....	3
Branch, Auburn to Henderson street.....	1
Old Colony R. R.....	6
Boston & Providence R. R.....	2
New England R. R.....	20
Providence & Worcester R. R.....	11
Providence & Springfield R. R.....	10
Providence, Warren & Bristol R. R.....	8
Woonsocket & Pascoag R. R.....	4
Rhode Island & Mass. R. R.....	3
Pawtuxet Valley R. R.....	7
Total.....	98
Number of flag stations—	
All lines, in this State.....	47
Number of station buildings—	
Main line, in this State.....	24
Branch, Auburn to Pontiac.....	5
Branch, Auburn to Henderson street.....	1
Old Colony R. R.....	7
Boston & Providence R. R.....	2
New England R. R.....	19
Providence & Worcester R. R.....	12
Providence & Springfield R. R.....	16
Providence, Warren & Bristol R. R.....	10
Woonsocket & Pascoag R. R.....	6
Rhode Island & Mass. R. R.....	4
Pawtuxet Valley R. R.....	9
Total.....	115

APPENDIX.

9

Number of street or highway grade crossings in this State—

Main line.....	26
Branch, Auburn to Pontiac.....	4
Branch, Auburn to Henderson street.....	6
Old Colony R. R.....	7
Boston & Providence R. R.....	7
New England R. R.....	27
Providence & Worcester R. R.....	35
Providence & Springfield R. R.....	34
Providence, Warren & Bristol R. R.....	20
Woonsocket & Pascoag R. R.....	7
Rhode Island & Mass. R. R.....	9
Pawtuxet Valley R. R.....	9
Total.....	191

Number guarded by gates and flagmen—

All lines.....	68
----------------	----

Number guarded by flagmen only—

All lines.....	72
----------------	----

Number where electric bells are used—

All lines.....	13
----------------	----

Number of farm or private grade crossings—

Main line, in this State.....	45
Branch, Auburn to Pontiac.....	8
Branch, Auburn to Henderson street.....	7
Old Colony R. R.....	38
Boston & Providence R. R.....	4
New England R. R.....	56
Providence & Worcester R. R.....	10
Providence & Springfield R. R.....	48
Providence, Warren & Bristol R. R.....	37
Woonsocket & Pascoag R. R.....	20
Rhode Island & Mass. R. R.....	5
Pawtuxet Valley R. R.....	9
Total.....	287

Number of bridges—

Main line, in this State.....	33
Branch, Auburn to Pontiac.....	2
Branch, Auburn to Henderson street.....	1
Old Colony R. R.....	24
Boston & Providence R. R.....	11

New England R. R.....	17
Providence & Worcester R. R.....	26
Providence & Springfield R. R.....	22
Providence, Warren & Bristol R. R.....	13
Woonsocket & Pascoag R. R.....	13
Rhode Island & Mass. R. R.....	4
Pawtuxet Valley R. R.....	16
Total.....	182
Number built of stone—	
Main line.....	5
Branch, Auburn to Pontiac.....	0
Branch, Auburn to Henderson street.....	0
Old Colony R. R.....	4
Boston & Providence R. R.....	3
New England R. R.....	0
Providence & Worcester R. R.....	6
Providence & Springfield R. R.....	0
Providence, Warren & Bristol R. R.....	0
Woonsocket & Pascoag R. R.....	0
Rhode Island & Mass. R. R.....	0
Pawtuxet Valley R. R.....	0
Total.....	18
Number built of iron—	
Main line.....	24
Branch, Auburn to Pontiac.....	0
Branch, Auburn to Henderson street.....	0
Old Colony R. R.....	7
Boston & Providence R. R.....	8
New England R. R.....	13
Providence & Worcester R. R.....	13
Providence & Springfield R. R.....	5
Providence, Warren & Bristol R. R.....	7
Woonsocket & Pascoag R. R.....	1
Rhode Island & Mass. R. R.....	0
Pawtuxet Valley R. R.....	4
Total.....	82
Number built of wood—	
Main line.....	4
Branch, Auburn to Pontiac.....	2
Branch, Auburn to Henderson street.....	1

APPENDIX.

11

Old Colony R. R.....	13
Boston & Providence R. R.....	0
New England R. R.....	4
Providence & Worcester R. R.....	7
Providence & Springfield R. R.....	17
Providence, Warren & Bristol R. R.....	6
Woonsocket & Pascoag R. R.....	12
Rhode Island & Mass. R. R.....	4
Pawtuxet Valley R. R.....	12
Total.....	82
Number of new bridges built during the year.....	7
Cost of new bridges built during the year.....	\$6,226 00
Tons of new steel rails laid during the year in this State.....	13,345
Number of ties laid during the year in this State.....	cannot give.
Number of new station buildings erected during the year in this State.....	1
Number of passengers killed during the year in this State.....	0
Number of passengers injured during the year in this State.....	27
Number of persons killed at grade crossings in this State.....	0
Number of persons injured at grade crossings in this State.....	2
Number of persons injured at stations in this State.....	3
Number of persons killed at stations in this State.....	2
Number of persons walking on or crossing the track killed in this State.....	20
Number of persons walking on or crossing the track injured in this State.....	18
Number of employees killed in this State.....	9
Number of employees injured in this State.....	62
Average number of persons employed in this State, estimated..	2,500
Average rate of fare per mile, local tickets.....	cents, 1.903
Average rate of fare per mile, commutation tickets.....	cents, 0.556

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } SC.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the New York, New Haven & Hartford Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original

books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

C. S. MELLEN,

President.

A. S. MAY,

Treasurer.

Subscribed and sworn to before me this 22d day of September, 1905.

ARTHUR W. BOWMAN,

Notary Public.

The following is a list of stations on the Shore Line Division, in Rhode Island, with distances from Providence. Flag stations designated by *.

Stations.	Miles.
Providence.....	0.00
Atwell's Avenue.....	1.19
Olneyville.....	1.83
Cranston Street.....	2.76
Elmwood.....	3.49
*Roger Williams Park.....	4.40
Auburn Junction.....	5.12
South Auburn.....	5.88
Norwood.....	6.62
*Lincoln Park.....	7.53
Hills Grove.....	8.41
Greenwood.....	9.72
Apponaug.....	10.62
Cowesett.....	11.81
Chepiwanoxet.....	12.31
East Greenwich.....	13.40
Potowomut.....	14.40
Davisville.....	16.88
Wickford Junction.....	19.40
Slocums.....	22.98

Stations.	Miles.
Kingston.....	27.00
Kenyons.....	31.37
Shannock.....	32.01
Carolina.....	33.12
Wood River Junction.....	35.03
Niantic.....	39.05
Westerly.....	43.72

RETURN OF PROVIDENCE AND WORCESTER RAILROAD COMPANY.

Organized May 20, 1844. Leased to the New York, Providence and Boston Railroad Company, May 1, 1888. This lease was subsequently cancelled and a new lease—under date of December 17, 1892, to run for 99 years from July 1, 1892—made to the New York, New Haven and Hartford Railroad Company.

OFFICERS.

Moses B. I. Goddard.....	President.....	Providence, R. I.
William A. Leete.....	Treasurer and Clerk.....	" "

DIRECTORS.

Moses B. I. Goddard.....	Providence, R. I.
Joseph E. Davis.....	Boston, Mass.
G. Marston Whitin.....	Whitinsville, Mass.
A. George Bullock.....	Worcester, Mass.
Waldo Lincoln.....	Worcester, Mass.
Walter F. Angell.....	Providence, R. I.

*Providence and Worcester Railroad, Providence, R. I., to Worcester, Mass.....	43.41 miles.
East Providence Branch, Valley Falls, R. I., to East Providence, R. I.....	7.00 "
Five miles from Providence to Boston Switch, owned jointly with the Boston and Providence Railroad Corporation. Undivided ownership.	
Total.....	50.41 miles.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$3,500,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	1,500,000 00

*Included in report of N. Y. N. H. & H. R. R. Co.

Floating debt.....	None.
Total gross debt, not including capital stock.....	1,500,000 00
Construction account.....	4,276,250 00
Equipment account.....	828,887 40
All other assets.....	119,908 41
Total property and assets.....	5,225,045 81
Receipts, passenger department.....	*
Receipts, freight department.....	*
Receipts from all other sources.....	417,459 09
Total receipts.....	417,459 09
Operating expenses.....	*
Interest paid within the year.....	60,000 00
Taxes paid within the year.....	*
Salaries and wages.....	*
All other expenditures, organization expenses.....	9,842 03
Total expenditures.....	69,842 03
Gross earnings.....	417,459 09
Net earnings.....	347,617 06
Rate and amount of dividend paid (10 per cent.).....	350,000 00
Surplus after paying dividend.....	225,045 81
Surplus at beginning of year.....	227,428 75
Expended during year for new rolling stock.....	*
Expended during year for repairs of rolling stock.....	*
Rolling stock account at beginning of year.....	*
Rolling stock account at end of year.....	*
Expended for maintenance of way.....	*
How much of last amount charged to construction account ..	*
How much of same charged to expense account.....	*
Balance of construction account at beginning of year.....	*
Balance of construction account at end of year.....	*
Total number of passengers carried during year.....	*
Total number of tons merchandise carried during year.....	*
Number of locomotives.....	*
Number of locomotives equipped with driver brakes.....	*
Number of passenger train cars, all lines.....	*
Passenger train cars equipped with power brakes.....	*
Passenger train cars equipped with improved quick-acting brakes.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

Passenger train cars heated by direct steam.....	*
Passenger train cars heated by steam heaters.....	*
Number of freight cars.....	*
Number of freight cars equipped with power brakes.....	*
Number equipped with automatic couplers.....	*
Total length of road in miles.....	*
Miles of road in this State, main line.....	*
Miles of track in this State reckoned as single track, main line..	*
Number of regular stopping places in this State, main line....	*
Number of flag stations, all lines.....	*
Number of station buildings, main line.....	*
Number of street or highway grade crossings in this State, main line.....	*
Number guarded by gates and flagmen, all lines.....	*
Number guarded by flagmen only, all lines.....	*
Number where electric bells are used, all lines.....	*
Number of farm or private grade crossings, main line.....	*
Number of bridges, main line.....	*
Number built of stone, main line.....	*
Number built of iron, main line.....	*
Number built of wood, main line.....	*
Number of new bridges built during the year.....	*
Cost of new bridges built during the year.....	*
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of new station buildings erected during the year.....	*
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State....	*
Number of persons killed at grade crossings.....	*
Number of persons injured at grade crossings.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile, local tickets.....	*
Average rate of fare per mile, commutation tickets.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, Moses B. I. Goddard, President, and Wm. A. Leete, Treasurer, of the Providence and Worcester Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

MOSES B. I. GODDARD,

President.

WM. A. LEETE,

Treasurer.

Subscribed and sworn to before me this 13th day of September, 1905.

CLIFFORD WHIPPLE,

Notary Public.

The following are the stations in Rhode Island, Worcester Division, New York, New Haven and Hartford Railroad, with distances from Providence. Flag stations designated by a *.

Stations.	Miles.
Providence.....	0.00
*Charles Street.....	1.00
Woodlawn.....	3.40
Pawtucket.....	4.40
Central Falls.....	4.80
Valley Falls.....	6.00
Lonsdale.....	6.90
Berkeley.....	8.70
Ashton.....	9.30
Albion.....	11.00
Manville.....	12.50
*Hamlet.....	15.50
Woonsocket.....	16.10
Blackstone.....	18.80

RETURN OF PAWTUXET VALLEY RAILROAD COMPANY.

Organized July 11, 1872: Leased to and operated by the New York, New Haven and Hartford Railroad Company for 99 years, at a net rental of seven (7) per cent. on the capital stock.

OFFICERS.

Henry Howard.....	President.....	Phenix, R. I.
Wm. H. Pope.....	Treasurer and Clerk.....	Providence, R. I.

DIRECTORS.

Henry Howard.....	Phenix, R. I.
Jonathan Chace.....	Valley Falls, R. I.
James H. Chace.....	Providence, R. I.
Edward F. Child.....	" "
F. H. Peckham, Jr.....	" "
Wm. H. Pope.....	" "
R. G. Howland.....	Hope, R. I.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$100,900 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	160,000 00
Floating debt.....	None.
Total gross debt, not including capital stock.....	160,000 00
Construction account.....	260,900 00
Equipment account.....	None.
All other assets.....	234 62
Total property and assets.....	261,134 62
Receipts, passenger department.....	None.
Receipts, freight department.....	None.
Receipts, rental.....	7,063 00

Total receipts.....	7,063 00
Operating expenses, paid by N. Y., N. H. & H. R. R. Co.....	*
Interest paid within the year, paid by N. Y., N. H. & H. R. R. Co.....	*
Taxes paid within the year, paid by N. Y., N. H. & H. R. R. Co.....	*
Salaries and wages.....	200 00
All other expenditures.....	1 50
Total expenditures.....	201 50
Gross earnings.....	7,063 00
Net earnings.....	6,861 50
Rate and amount of dividend paid, 7 per cent.....	7,063 00
Surplus after paying dividend.....	234 62
Surplus at beginning of year.....	415 12
Expended during year for new rolling stock.....	*
Expended during year for repairs of rolling stock.....	*
Rolling stock account at beginning of year.....	*
Rolling stock account at end of year.....	*
Expended for maintenance of way.....	*
How much of last amount charged to construction account....	*
How much of same charged to expense account.....	*
Balance of construction account at beginning of year.....	*
Balance of construction account at end of year.....	*
Total number of passengers carried during year.....	*
Total number of tons merchandise carried during year.....	*
Number of locomotives.....	*
Number of locomotives equipped with driver brakes.....	*
Number of passenger train cars, all lines.....	*
Passenger train cars equipped with power brakes.....	*
Passenger train cars equipped with improved quick-acting brakes.....	*
Passenger train cars heated by direct steam.....	*
Passenger train cars heated by steam heaters.....	*
Number of freight cars.....	*
Number of freight cars equipped with power brakes.....	*
Number equipped with automatic couplers.....	*
Total length of road in miles.....	5.67
Miles of road in this State, main line.....	5.67
Miles of track in this State reckoned as single track, main line..	6.87

*Included in report of N. Y., N. H. & H. R. R. Co.

Number of regular stopping places in this State, main line.....	*
Number of flag stations, all lines.....	*
Number of station buildings, main line.....	*
Number of street or highway grade crossings in this State, main line.....	*
Number guarded by gates and flagmen, all lines.....	*
Number guarded by flagmen only, all lines.....	*
Number where electric bells are used, all lines.....	*
Number of farm or private grade crossings, main line.....	*
Number of bridges, main line.....	*
Number built of stone, main line.....	*
Number built of iron, main line.....	*
Number built of wood, main line.....	*
Number of new bridges built during the year.....	*
Cost of new bridges built during the year.....	*
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of new station buildings erected during the year.....	*
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State....	*
Number of persons killed at grade crossings.....	*
Number of persons injured at grade crossings.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured.....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile, local tickets.....	*
Average rate of fare per mile, commutation tickets.....	*

WILLIAM H. POPE

Treasurer.

The Pawtuxet Valley Railroad extends from the village of Hope to Pontiac, where it connects with the New York, New Haven and Hartford Railroad Company. The following is a list of the stations, with distances, from Providence:

*Included in report of N. Y. N. H. & H. R. R. Co.

APPENDIX.

21

Stations.	Miles.
Providence.....	0.00
Auburn.....	5.12
South Auburn.....	5.88
Pocasset.....	6.82
Sockanosset.....	7.42
Howard.....	8.26
Pontiac.....	9.81
Natick.....	10.71
Westcott.....	11.72
River Point.....	12.80
Clyde.....	13.03
Phenix.....	13.50
Harris.....	13.85
Arkwright.....	14.37
Jackson.....	14.98
Hope.....	15.50

RETURN OF OLD COLONY RAILROAD COMPANY.

Organized April 24, 1844.

The Old Colony Railroad with the company's leased lines was leased March 1, 1893, for a period of 99 years, to the New York, New Haven and Hartford Railroad Company, and all answers not found in the following return are included in the return of the lessee.

OFFICERS.

Charles F. Choate.....	President.....	Boston, Mass..
Charles L. Lovering.....	Vice-President.....	" "
Alfred H. Litchfield.....	Clerk.....	" "
Geo. B. Phippen.....	Treasurer.....	" "

DIRECTORS.

Charles F. Choate.....	Boston, Mass..
Oliver Ames.....	" "
Timothy E. Byrnes.....	" "
Fayette S. Curtis.....	" "
Charles F. Choate, Jr.....	" "
Thomas Dunn.....	Newport, R. I.
George A. Gardner.....	Boston, Mass.
Charles L. Lovering.....	" "
Nathaniel Thayer.....	" "

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$17,871,400 00
Capital stock actually paid in (preferred).....	None.
Stock liability	8,725 00
Funded debt.....	15,511,200 00
Floating debt, including dividends and accrued interest amounting to \$546,196.31.....	1,733,541 45

Total gross debt, not including capital stock.....	17,244,741	45
Construction account.....	30,575,135	25
Equipment account.....	3,161,518	83
All other assets.....	5,252,158	60
Total property and assets.....	38,988,812	68
Receipts, passenger department.....	*	
Receipts, freight department.....	*	
Receipts from all other sources.....	*	
Total receipts from rental.....	1,892,676	11
Operating expenses.....	*	
Interest paid within the year.....	635,120	00
Taxes paid within the year.....	*	
Salaries and wages.....	*	
All other expenditures, organization expenses.....	6,558	11
Total expenditures.....	641,678	11
Gross earnings.....	1,892,676	11
Net earnings.....	1,250,998	00
Rate and amount of dividend paid, 7 per cent.....	1,250,998	00
Surplus after paying dividend.....	767,327	19
Surplus at beginning of year.....	767,327	19
Expended during the year for new rolling stock.....	*	
Expended during year for repairs of rolling stock.....	*	
Rolling stock account at beginning of year.....	3,161,518	83
Rolling stock account at end of year.....	3,161,518	83
Expended for maintenance of way.....	618,411	28
How much of last amount charged to construction account....	618,411	28
How much of same charged to expense account.....	*	
Balance of construction account at beginning of year.....	29,956,723	97
Balance of construction account at end of year.....	30,575,135	25
Total number of passengers carried during year.....	*	
Total number of tons merchandise carried during year.....	*	
Number of locomotives.....	*	
Number of locomotives equipped with driver brakes.....	*	
Number of passenger train cars, all lines.....	*	
Passenger train cars equipped with power brakes.....	*	
Passenger train cars equipped with improved quick-acting brakes.....	*	
Passenger train cars heated by direct steam.....	*	

*Included in report of N. Y., N. H. & H. R. R. Co.

Passenger train cars heated by steam heaters.....	*
Number of freight cars.....	*
Number of freight cars equipped with power brakes.....	*
Number equipped with automatic couplers.....	*
Total length of road in miles.....	511.35
Miles of road in this State, main line.....	16.19
Miles of track in this State reckoned as single track, main line...	25.98
Number of regular stopping places in this State, main line....	*
Number of flag stations, all lines.....	*
Number of station buildings, main line.....	*
Number of street or highway grade crossings in this State, main line.....	*
Number guarded by gates and flagmen, all lines.....	*
Number guarded by flagmen only, all lines.....	*
Number where electric bells are used, all lines.....	*
Number of farm or private grade crossings, main line	*
Number of bridges, main line.....	*
Number built of stone, main line.....	*
Number built of iron, main line.....	*
Number built of wood, main line.....	*
Number of new bridges built during the year.....	*
Cost of new bridges built during the year.....	*
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of new station buildings erected during the year.....	*
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State....	*
Number of persons killed at grade crossings.....	*
Number of persons injured at grade crossings.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile, local tickets.....	*
Average rate of fare per mile, commutation tickets.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } sc.

We, the undersigned, Charles F. Choate, President, and Geo. B. Phippen, Treasurer, of the Old Colony Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

CHARLES F. CHOATE,

President.

GEO. B. PHIPPEN,

Treasurer.

Subscribed and sworn to before me this 30th day of August, 1905.

ALFRED H. LITCHFIELD,

Justice of the Peace.

The Providence Division, Old Colony Railroad, extends from Providence to Boston. The following is a list of stations in Rhode Island, with distances from Providence.

Stations.	Miles.
Providence.....	0.00
Pawtucket.....	4.50
Central Falls.....	5.50
Pleasant View.....	6.00

The Plymouth and Taunton Division, Old Colony Railroad, extends from Boston to Newport, R. I. At Fall River it connects with Fall River, Providence, and Warren Railroad. The following is a list of stations in Rhode Island, with distances from Fall River. Flag stations designated by *.

Stations.	Miles.
Fall River.....	0.00
Tiverton.....	6.00
Bristol Ferry.....	8.00
Portsmouth.....	10.00
*Portsmouth Grove.....	12.00
Newport.....	19.00

RETURN OF BOSTON AND PROVIDENCE RAILROAD CORPORATION.

Organized July 11, 1831. Leased to Old Colony R. R. Co., April 1, 1888. The Old Colony R. R. Co., with its leased lines, was leased to the N. Y., N. H. & H. R. R. Co., March 1, 1893.

All answers not found in this return are included in the returns of the New York, New Haven and Hartford Railroad Company.

OFFICERS.

Royal C. Taft.....President.....Providence, R. I.
Geo. B. Phippen.....Treasurer and Clerk.....Boston, Mass.

DIRECTORS.

Royal C. Taft.....Providence, R. I.
Charles P. Bowditch.....Boston, Mass.
Philip Dexter....." "
Robert I. Gammell.....Providence, R. I.
George A. Gardner.....Boston, Mass.
John C. Gray....." "
Robert H. Stevenson....." "

Returns for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$4,000,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	2,170,000 00
Floating debt.....	247,897 50
Total gross debt, not including capital stock.....	2,417,897 50
Construction account.....	5,046,088 30
Equipment account.....	871,234 35
All other assets.....	584,259 67
Total property and assets.....	6,501,582 32
Receipts, passenger department.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

Receipts, freight department.....	*
Receipts from all other sources.....	491,438 02
Total receipts.....	491,438 02
Operating expenses.....	*
Interest paid within the year.....	86,800 00
Taxes paid within the year.....	*
Salaries and wages.....	*
All other expenditures.....	4,238 02
Total expenditures.....	91,038 02
Gross earnings.....	491,438 02
Net earnings.....	400,400 00
Rate and amount of dividend paid (\$10.00 per share).....	400,000 00
Surplus after paying dividend.....	83,684 82
Surplus at beginning of year.....	83,284 82
Expended during year for new rolling stock.....	*
Expended during year for repairs of rolling stock.....	*
Rolling stock account at beginning of year.....	871,234 35
Rolling stock account at end of year.....	871,234 35
Expended for maintenance of way.....	*
How much of last amount charged to construction account....	*
How much of same charged to expense account.....	*
Balance of construction account at beginning of year.....	5,046,088 30
Balance of construction account at end of year.....	5,046,088 30
Total number of passengers carried during year.....	*
Total number of tons merchandise carried during year.....	*
Number of locomotives.....	*
Number of locomotives equipped with driver brakes.....	*
Number of passenger train cars, all lines.....	*
Passenger train cars equipped with power brakes.....	*
Passenger train cars equipped with improved quick-acting brakes.....	*
Passenger train cars heated by direct steam.....	*
Passenger train cars heated by steam heaters.....	*
Number of freight cars.....	*
Number of freight cars equipped with power brakes.....	*
Number equipped with automatic couplers.....	*
Total length of road in miles.....	*
Miles of road in this State, main line.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

Miles of track in this State reckoned as single track, main line....	*
Number of regular stopping places in this State, main line....	*
Number of flag stations, all lines.....	*
Number of station buildings, main line.....	*
Number of street or highway grade crossings in this State, main line.....	*
Number guarded by gates and flagmen, all lines.....	*
Number guarded by flagmen only, all lines.....	*
Number where electric bells are used, all lines.....	*
Number of farm or private grade crossings, main line.....	*
Number of bridges, main line.....	*
Number built of stone, main line.....	*
Number built of iron, main line.....	*
Number built of wood, main line.....	*
Number of new bridges built during the year.....	*
Cost of new bridges built during the year.....	*
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of new station buildings erected during the year.....	*
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State.....	*
Number of persons killed at grade crossings.....	*
Number of persons injured at grade crossings.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured....	*
Number of employees killed	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile, local tickets.....	*
Average rate of fare per mile, commutation tickets.....	*

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } SC.

We, the undersigned, Royal C. Taft, President, and Geo. B. Phippen, Treasurer, of the Boston and Providence Railroad Corporation, on oath do severally say that the foregoing return has been prepared, under our direction, from the

*Included in report of N. Y., N. H. & H. R. R. Co.

original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

ROYAL C. TAFT,

President.

GEO. B. PHIPPEN,

Treasurer.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

Subscribed and sworn to before me, this 22d day of August, 1905, by Royal C. Taft.

THEODORE TRAVIS GREENE,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS, SUFFOLK COUNTY,

BOSTON, Aug. 24, 1905.

Subscribed and sworn to before me, this 24th day of August, 1905, by Geo. B. Phippen.

ERIC H. HAGBERG,

Justice of the Peace.

RETURN OF PROVIDENCE, WARREN AND BRISTOL RAILROAD COMPANY.

Organized October, 1850. Leased to Old Colony Railroad Company in 1891.

The Old Colony Railroad Company, with its leased lines, was leased to the New York, New Haven and Hartford Railroad Company, March 1, 1893.

All answers not found in this return are included in the return of the New York, New Haven and Hartford Railroad Company.

OFFICERS.

Charles F. Choate.....	President.....	50 State Street, Boston.
John G. Parker.....	Secretary.....	New Haven, Conn.
Geo. B. Phippen.....	Treasurer.....	425 So. Station, Boston.

DIRECTORS.

Charles F. Choate.....	Southborough, Mass.
Charles S. Mellen.....	New Haven, Conn.
James C. Church.....	Bristol, R. I.
William Goddard.....	Providence, R. I.
Edward Milner.....	Moosup, Conn.
Robert W. Taft.....	Providence, R. I.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$287,300 00
Capital stock actually paid in (preferred).....	150,000 00
Funded debt.....	
Notes payable.....	38,617 77
Floating debt (including dividend due July 1).....	14,649 50
Total gross debt, not including capital stock.....	53,267 27
Construction account.....	457,410 56
Equipment account.....	40,000 00
All other assets.....	15,442 90
Total property and assets.....	512,853 46

Receipts, passenger department.....	*
Receipts, freight department.....	*
Receipts from all other sources.....	27,895 64
Total receipts.....	27,895 64
Operating expenses.....	*
Interest paid within the year.....	1,544 72
Taxes paid within the year.....	*
Salaries and wages.....	*
All other expenditures.....	*
Total expenditures.....	1,544 72
Gross earnings.....	27,895 64
Net earnings.....	26,350 92
Rate and amount of dividend paid, six per cent. (both common and preferred).....	26,244 00
Surplus after paying dividend.....	22,286 19
Surplus at beginning of year.....	22,179 27
Expended during year for new rolling stock.....	*
Expended during year for repairs of rolling stock.....	*
Rolling stock account at beginning of year.....	40,000 00
Rolling stock account at end of year.....	40,000 00
Expended for maintenance of way.....	*
How much of last amount charged to construction account....	*
How much of same charged to expense account.....	*
Balance of construction account at beginning of year.....	457,410 56
Balance of construction account at end of year.....	457,410 56
Total number of passengers carried during year.....	*
Total number of tons merchandise carried during year.....	*
Number of locomotives.....	*
Number of locomotives equipped with driver brakes.....	*
Number of passenger train cars, all lines.....	*
Passenger train cars equipped with power brakes.....	*
Passenger train cars equipped with improved quick-acting brakes.....	*
Passenger train cars heated by direct steam.....	*
Passenger train cars heated by steam heaters.....	*
Number of freight cars.....	*
Number of freight cars equipped with power brakes.....	*
Number equipped with automatic couplers.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

Total length of road in miles.....	*
Miles of road in this State, main line.....	*
Miles of track in this State reckoned as single track, main line..	*
Number of regular stopping places in this State, main line.....	*
Number of flag stations, all lines.....	*
Number of station buildings, main line.....	*
Number of street or highway grade crossings in this State, main line.....	*
Number guarded by gates and flagmen, all lines.....	*
Number guarded by flagmen only, all lines.....	*
Number where electric bells are used, all lines.....	*
Number of farm or private grade crossings, main line.....	*
Number of bridges, main line.....	*
Number built of stone, main line.....	*
Number built of iron, main line.....	*
Number built of wood, main line.....	*
Number of new bridges built during the year.....	*
Cost of new bridges built during the year.....	*
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of new station buildings erected during the year.....	*
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State....	*
Number of persons killed at grade crossings.....	*
Number of persons injured at grade crossings.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile, local tickets.....	*
Average rate of fare per mile, commutation tickets.....	*

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } SC.

We, the undersigned, Charles F. Choate, President, and Geo. B. Phippen, Treasurer, of the Providence, Warren and Bristol Railroad Company, on oath do

*Included in report of N. Y., N. H. & H. R. R. Co.

severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

CHARLES F. CHOATE,

President.

GEO. B. PHIPPEN,

Treasurer.

Subscribed and sworn to before me, this 23d day of August, 1905.

ALFRED H. LITCHFIELD,

Justice of the Peace.

The Providence, Warren and Bristol Railroad is in the Worcester Division of the Old Colony system, and extends from Providence to Bristol; at Warren it connects with the Warren, Fall River and Providence Railroad, for Fall River, Mass., and thence to Newport, R. I. It also connects with the Newport and Providence Railway Company, at Bristol Ferry, by steamboat from Bristol. The following is a list of the stations in Rhode Island, with distances from Providence. Flag stations designated by *.

Stations.	Miles.
Providence.....	0.00
India Point.....	0.57
*East Providence.....	1.00
*Kettle Point.....	2.90
*Squantum.....	3.15
*Silver Spring.....	3.31
*Hauterive.....	3.40
*Pomham.....	3.45
Riverside.....	4.46
Bullock's Point.....	5.16
*Crescent Park.....	5.30
Drownville.....	6.37
Nayatt.....	7.26
Barrington.....	8.66

Stations.	Miles.
*Hampden Meadows.....	9.16
Warren.....	10.34
Bristol.....	14.44
Cole's.....	13.21
South Swansea.....	14.61
*Brayton Point.....	15.59
*Brayton.....	17.29
Fall River, Mass.....	18.24

FALL RIVER, WARREN AND PROVIDENCE RAILROAD COMPANY.

All the road and property of the Fall River, Warren and Providence Railroad Company was sold to the Old Colony Railroad Company, under foreclosure, in May, 1892, and became part of the Old Colony system.

RETURN OF THE NEW ENGLAND RAILROAD COMPANY.

Incorporated April 17, 1873. Reorganized August 26, 1895. Owned and operated by the New York, New Haven and Hartford Railroad Company.

OFFICERS.

Charles S. Mellen.....	President.....	New Haven, Conn.
Fayette S. Curtis.....	Vice-President.....	" " "
John G. Parker.....	Secretary.....	" " "
George B. Phippen.....	Treasurer.....	Boston, Mass.

DIRECTORS.

Charles F. Choate.....	Boston, Mass.
Frank W. Cheney.....	S6. Manchester, Conn.
D. Newton Barney.....	Farmington, Conn.
J. Pierpont Morgan.....	New York, N. Y.
Charles S. Mellen.....	New Haven, Conn.
George J. Brush.....	" " "
Nathaniel Thayer.....	Boston, Mass.
Charles F. Brooker.....	Ansonia, Conn.
Fayette S. Curtis.....	New Haven, Conn.
Robert W. Taft.....	Providence, R. I.
Robert Knight.....	" "

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$20,000,000 00
Capital stock actually paid in (preferred).....	5,000,000 00

Funded debt.....	17,500,000 00
Mortgage debt of the New York and New England Railroad Company.....	1,500,000 00
Floating debt.....	130 00
Total gross debt, not including capital stock.....	19,000,130 00
Construction account.....	40,827,707 87
Equipment account.....	*
Underlying liens, being mortgage of New York and New England Railroad Company.....	1,500,000 00
All other assets.....	2,721,461 31
Total property and assets.....	45,049,169 18
Receipts, passenger department.....	*
Receipts, freight department.....	*
Receipts from all other sources, lease of road.....	999,856 11
Total receipts.....	999,856 11
Operating expenses.....	*
Interest paid within the year.....	848,063 17
Taxes paid within the year.....	*
Salaries and wages, maintenance of organization.....	1,792 94
All other expenditures.....	*
Total expenditures.....	849,856 11
Gross earnings.....	*
Net earnings.....	*
Rate and amount of dividend paid, 3 per cent. on preferred stock.....	150,000 00
Surplus after paying dividend.....	None.
Deficit at beginning of year.....	351,550 99
Expended during year for new rolling stock.....	Nothing.
Expended during year for repairs of rolling stock.....	Nothing.
Rolling stock account at beginning of year.....	Nothing.
Rolling stock account at end of year.....	Nothing.
Expended for maintenance of way.....	*
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	*
Balance of construction account at beginning of year.....	30,314,820 66
Balance of construction account at end of year.....	40,827,707 87
Total number of passengers carried during year.....	*
Total number of tons merchandise carried during year.....	*
Number of locomotives.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

Number of locomotives equipped with driver brakes.....	*
Number of passenger train cars, all lines.....	*
Passenger train cars equipped with power brakes.....	*
Passenger train cars equipped with improved quick-acting brakes.....	*
Passenger train cars heated by direct steam.....	*
Passenger train cars heated by steam heaters.....	*
Number of freight cars.....	*
Number of freight cars equipped with power brakes.....	*
Number equipped with automatic couplers.....	*
Total length of road in miles.....	359.25
Miles of road in this State, main line.....	*
Branch, Providence to Willimantic, Ct., miles in R. I.....	25.80
Branch, Newton, Mass., to Woonsocket, R. I., miles in R. I. .	1.07
Total miles in Rhode Island.....	26.87
Miles of track in this State reckoned as single track, main line..	*
Branch, Providence to Willimantic, Ct., miles in R. I.....	41.73
Branch, Newton, Mass., to Woonsocket, miles in R. I.....	3.44
Total miles in R. I.....	45.17
Number of regular stopping places in this State, main line.....	*
Number of flag stations, all lines.....	*
Number of station buildings, main line.....	*
Number of street or highway grade crossings in this State, main line.....	*
Number guarded by gates and flagmen, all lines.....	*
Number guarded by flagmen only, all lines.....	*
Number where electric bells are used, all lines.....	*
Number of farm or private grade crossings, main line.....	*
Number of bridges, main line.....	*
Number built of stone, main line.....	*
Number built of iron, main line.....	*
Number built of wood, main line.....	*
Number of new bridges built during the year.....	*
Cost of new bridges built during the year.....	*
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of new station buildings erected during the year.....	*
Number of passengers killed during the year in this State.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

Number of passengers injured during the year in this State....	*
Number of persons killed at grade crossings.....	*
Number of persons injured at grade crossings.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile, local tickets.....	*
Average rate of fare per mile, commutation tickets.....	*

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } SC.

We, the undersigned, C. S. Mellen, President, and Geo. B. Phippen, Treasurer, of the New England Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

C. S. MELLEN,

President.

GEO. B. PHIPPEN,

Treasurer.

Subscribed and sworn to before me this 22d day of September, 1905, by C. S. Mellen.

ARTHUR W. BOWMAN,

Notary Public.

Subscribed and sworn to before me this 18th day of September, 1905, by Geo. B. Phippen.

ARTHUR P. RUSSELL,

Notary Public.

*Included in report of N. Y., N. H. & H. R. R. Co.

The following is a list of stations on the Central Division of the New England Railroad Company, in Rhode Island, with the distances from Providence. Flag stations designated by *.

Stations.	Miles.
Providence.....	0.0
Olneyville Junction.....	1.9
*Arlington.....	2.6
*West Arlington.....	3.3
Cranston.....	4.0
*Knightsville.....	4.9
*Meshanticut.....	5.6
Oak Lawn.....	7.2
West Pontiac.....	8.4
Natick.....	9.0
River Point.....	11.0
Arctic.....	11.6
Centreville.....	12.1
Quidneck.....	13.0
Anthony.....	13.4
Washington.....	14.4
Coventry.....	18.1
Summit.....	21.6
Greene.....	24.1

RETURN OF RHODE ISLAND AND MASSACHUSETTS RAILROAD COMPANY.

Organized June 27, 1871. Operated by the New York, New Haven and Hartford Railroad Company, under a contract dated April 1, 1902.

OFFICERS.

Charles S. Mellen.....	President.....	New Haven, Conn.
John G. Parker.....	Clerk.....	" " "
A. S. May.....	Treasurer.....	" " "
N. W. Smith.....	Assistant Treasurer.....	Providence, R. I.

DIRECTORS.

Charles S. Mellen.....	New Haven, Conn.
Robert W. Taft.....	Providence, R. I.
Edwin Milner.....	Moosup, Conn.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$180,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	None.
Floating debt.....	None.
Total gross debt, not including capital stock.....	None.
Construction account.....	183,579 71
Equipment account.....	None.
All other assets.....	None.
Total property and assets.....	183,579 71
Receipts, passenger department.....	*
Receipts, freight department.....	*
Receipts from all other sources.....	*
Total receipts.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

Operating expenses.....	*
Interest paid within the year.....	*
Taxes paid within the year.....	*
Salaries and wages.....	*
All other expenditures.....	*
Total expenditures.....	*
Gross earnings.....	*
Net earnings.....	*
Rate and amount of dividend paid.....	*
Surplus after paying dividend.....	*
Surplus at beginning of year.....	3,579 71
Expended during year for new rolling stock.....	*
Expended during year for repairs of rolling stock.....	*
Rolling stock account at beginning of year.....	*
Rolling stock account at end of year.....	*
Expended for maintenance of way.....	*
How much of last amount charged to construction account....	*
How much of same charged to expense account.....	*
Balance of construction account at beginning of year.....	183,579 71
Balance of construction account at end of year.....	183,579 71
Total number of passengers carried during year.....	*
Total number of tons merchandise carried during year.....	*
Number of locomotives.....	*
Number of locomotives equipped with driver brakes.....	*
Number of passenger train cars, all lines.....	*
Passenger train cars equipped with power brakes.....	*
Passenger train cars equipped with improved quick-acting brakes.....	*
Passenger train cars heated by direct steam.....	*
Passenger train cars heated by steam heaters.....	*
Number of freight cars.....	*
Number of freight cars equipped with power brakes.....	*
Number equipped with automatic couplers.....	*
Total length of road in miles.....	7.07
Miles of road in this State, main line.....	7.07
Miles of track in this State reckoned as single track, main line..	7.90
Number of regular stopping places in this State, main line.....	*
Number of flag stations, all lines.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

Number of station buildings, main line.....	*
Number of street or highway grade crossings in this State, main line.....	*
Number guarded by gates and flagmen, all lines.....	*
Number guarded by flagmen only, all lines.....	*
Number where electric bells are used, all lines.....	*
Number of farm or private grade crossings, main line.....	*
Number of bridges, main line.....	*
Number built of stone, main line.....	*
Number built of iron, main line.....	*
Number built of wood, main line.....	*
Number of new bridges built during the year.....	*
Cost of new bridges built during the year.....	*
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of new station buildings erected during the year.....	*
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State.....	*
Number of persons killed at grade crossings.....	*
Number of persons injured at grade crossings.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured.....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile, local tickets.....	*
Average rate of fare per mile, commutation tickets.....	*

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } SC.

We, the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the Rhode Island and Massachusetts Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the

*Included in report of N. Y., N. H. & H. R. R. Co.

business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

C. S. MELLEN,

President.

A. S. MAY,

Treasurer.

Subscribed and sworn to before me this 22d day of September, 1905.

ARTHUR W. BOWMAN,

Notary Public.

The Rhode Island and Massachusetts Railroad extends from Valley Falls, R. I., to Franklin, Mass. The following is a list of the stations in Rhode Island, with distances from Valley Falls. Flag stations designated by *.

Stations.	Miles.
Valley Falls.....	0.00
*Cumberland Mills.....	0.80
Abbott's Run.....	4.60
Arnold's Mills.....	5.90
Diamond Hill.....	8.10

RETURN OF PROVIDENCE AND SPRINGFIELD RAILROAD COMPANY.

Organized September 1, 1871. Leased to the New England Railroad Company July 1, 1896, for 93 years. All information relating to operating is included in the report of the New York, New Haven and Hartford Railroad Company, which has succeeded to all of the rights of the New England Railroad Company.

OFFICERS.

William Tinkham.....	President.....	Providence, R. I.
A. S. May.....	Treasurer.....	New Haven, Conn.
John G. Parker.....	Secretary.....	New Haven, Conn.

DIRECTORS.

William Tinkham.....	Providence, R. I.
Robert W. Taft.....	Providence, R. I.
Fenner H. Peckham, Jr.....	Providence, R. I.
William H. Pope.....	Providence, R. I.
Arthur D. Osborne.....	New Haven, Conn.
Edwin Milner.....	Moosup, Conn.
Charles S. Mellen.....	New Haven, Conn.
†John M. Hall.....	New Haven, Conn.
D. Newton Barney.....	Hartford, Conn.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$517,450 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	750,000 00
Floating debt.....	None.
Total gross debt, not including capital stock.....	750,000 00

†Died January 27, 1905.

Passenger train cars heated by steam heaters.....	*	
Number of freight cars.....	*	
Number of freight cars equipped with power brakes.....	*	
Number equipped with automatic couplers.....	*	
Total length of road in miles.....		27.73
Miles of road in this State, main line.....		26.10
Miles of track in this State reckoned as single track, main line.....		31.05
Number of regular stopping places in this State, main line.....	*	
Number of flag stations, all lines.....	*	
Number of station buildings, main line.....	*	
Number of street or highway grade crossings in this State, main line.....	*	
Number guarded by gates and flagmen, all lines.....	*	
Number guarded by flagmen only, all lines.....	*	
Number where electric bells are used, all lines.....	*	
Number of farm or private grade crossings, main line.....	*	
Number of bridges, main line.....	*	
Number built of stone, main line.....	*	
Number built of iron, main line.....	*	
Number built of wood, main line.....	*	
Number of new bridges built during the year.....	*	
Cost of new bridges built during the year.....	*	
Tons of new steel rails laid during the year.....	*	
Number of ties laid during the year.....	*	
Number of new station buildings erected during the year.....	*	
Number of passengers killed during the year in this State.....	*	
Number of passengers injured during the year in this State....	*	
Number of persons killed at grade crossings.....	*	
Number of persons injured at grade crossings.....	*	
Number of persons walking on or crossing the track killed.....	*	
Number of persons walking on or crossing the track injured....	*	
Number of employees killed.....	*	
Number of employees injured.....	*	
Average number of persons employed in this State.....	*	
Average rate of fare per mile, local tickets.....	*	
Average rate of fare per mile, commutation tickets.....	*	

*Included in report of N. Y., N. H. & H. R. R. Co.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, William Tinkham, President, and A. S. May, Treasurer' of the Providence and Springfield Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

WILLIAM TINKHAM,

President.

A. S. MAY,

Treasurer.

Subscribed and sworn to before me, this 26th day of September, 1905.

SAMUEL P. CORBETT,

Notary Public.

The Providence and Springfield Railroad extends from Providence to Douglas, Mass. The following is a list of stations, with distances from Providence. Flag stations designated by *.

Stations.	Miles.
Providence.....	0.00
Acorn Street.....	1.20
Dike Street.....	1.90
Olneyville.....	2.42
*Dyerville.....	3.75
Manton.....	4.28
*Lymanville.....	4.87
*Allendale.....	5.72
Centredale.....	6.42
*Greystone.....	6.91
Enfield.....	7.93
Georgiaville.....	8.75
Stillwater.....	10.36

APPENDIX.

49

Stations.	Miles.
*Smithfield.....	12.25
*Primrose.....	14.39
*Fields Station.....	15.89
Tarkiln.....	16.91
Oakland.....	19.73
Harrisville.....	21.17
Pascoag.....	22.84
*Bridgeton.....	23.56
*Wallum Lake.....	27.38
*Clear River.....	28.91

RETURN OF WOONSOCKET AND PASCOAG RAILROAD COMPANY.

Organized May 21, 1889. Operated by the New York, New Haven and Hartford Railroad Company, lessee of the New England Railroad, in continuance of temporary operation by the New England Railroad Company in accordance with a notice of the president of that company, dated August 29th, 1895.

OFFICERS.

Charles S. Mellen.....	President.....	New Haven, Conn.
John G. Parker.....	Clerk.....	" "
A. S. May.....	Treasurer.....	" "

DIRECTORS.

Charles S. Mellen.....	New Haven, Conn.
Edwin Milner.....	Moosup, Conn.
D. Newton Barney.....	Farmington, Conn.
Robert W. Taft.....	Providence, R. I.
Charles F. Brooker.....	Ansonia, Conn.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$200,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	100,000 00
Floating debt.....	1,250 00
Total gross debt, not including capital stock.....	101,250 00
Construction account.....	300,000 00
Equipment account.....	*
All other assets (rental account not due).....	1,250 00
Total property and assets.....	301,250 00
Receipts, passenger department.....	*
Receipts, freight department.....	*

*Included in report of N. Y., N. H. & H. R. R. Co.

Receipts from all other sources, lease of road.....	5,000 00
Total receipts.....	5,000 00
Operating expenses.....	*
Interest paid within the year.....	5,000 00
Taxes paid within the year.....	*
Salaries and wages.....	*
All other expenditures.....	*
Total expenditures.....	5,000 00
Gross earnings.....	*
Net earnings.....	*
Rate and amount of dividend paid.....	None.
Surplus after paying dividend.....	None.
Surplus at beginning of year.....	None.
Expended during year for new rolling stock.....	*
Expended during year for repairs of rolling stock.....	*
Rolling stock account at beginning of year.....	*
Rolling stock account at end of year.....	*
Expended for maintenance of way.....	*
How much of last amount charged to construction account....	*
How much of same charged to expense account.....	*
Balance of construction account at beginning of year.....	300,000 00
Balance of construction account at end of year.....	300,000 00
Total number of passengers carried during year.....	*
Total number of tons merchandise carried during year.....	*
Number of locomotives.....	*
Number of locomotives equipped with driver brakes.....	*
Number of passenger train cars, all lines.....	*
Passenger train cars equipped with power brakes.....	*
Passenger train cars equipped with improved quick-acting brakes.....	*
Passenger train cars heated by direct steam.....	*
Passenger train cars heated by steam heaters.....	*
Number of freight cars.....	*
Number of freight cars equipped with power brakes.....	*
Number equipped with automatic couplers.....	*
Total length of road in miles.....	9.45
Miles of road in this State, main line.....	9.45
Miles of track in this State reckoned as single track, main line..	10.58

*Included in report of N. Y., N. H. & H. R. R. Co.

Number of regular stopping places in this State, main line.....	*
Number of flag stations, all lines.....	*
Number of station buildings, main lines.....	*
Number of street or highway grade crossings in this State, main line.....	*
Number guarded by gates and flagmen, all lines.....	*
Number guarded by flagmen only, all lines.....	*
Number where electric bells are used, all lines.....	*
Number of farm or private grade crossings, main line.....	*
Number of bridges, main line.....	*
Number built of stone, main line.....	*
Number built of iron, main line.....	*
Number built of wood, main line.....	*
Number of new bridges built during the year.....	*
Cost of new bridges built during the year.....	*
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of new station buildings erected during the year.....	*
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State....	*
Number of persons killed at grade crossings.....	*
Number of persons injured at grade crossings.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile, local tickets.....	*
Average rate of fare per mile, commutation tickets.....	*

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } SC.

We the undersigned, C. S. Mellen, President, and A. S. May, Treasurer, of the Woonsocket and Pascoag Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same,

*Included in report of N. Y., N. H. & H. R. R. Co.

and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

C. S. MELLEN,

President.

A. S. MAY,

Treasurer.

Subscribed and sworn to before me, this 22d day of September, 1905.

ARTHUR W. BOWMAN,

Notary Public.

The Woonsocket and Pascoag Railroad extends from Woonsocket to Harrisville, where it connects with the Providence and Springfield Railroad. The following is a list of the stations in Rhode Island, with distances from Woonsocket. Flag stations designated by *.

Stations.	Miles.
†Woonsocket.....	0.00
*Alice Avenue.....	1.10
*Union Village.....	1.40
*Forestdale.....	2.60
Slatersville.....	3.30
Nasonville.....	5.70
Glendale.....	6.90
Oakland Centre.....	8.00
*Whipple.....	8.80
†Harrisville.....	9.80

†Station situated upon the N. E. R. R. includes $\frac{2}{100}$ miles to N. E. R. R. station at Woonsocket.

‡Includes $\frac{1}{100}$ miles to N. E. R. R. station at Harrisville station, situated upon the P. & S. R. R.

RETURN OF NARRAGANSETT PIER RAILROAD COMPANY.

Organized April 12, 1875.

OFFICERS.

Rowland G. Hazard.....	President and Treasurer.....	Peace Dale, R. I.
William T. Stedman.....	Secretary and Asst. Treasurer.....	" "
Thomas G. Hazard, Jr.....	Superintendent.....	" "

DIRECTORS.

Rowland G. Hazard.....	Peace Dale, R. I.
Benjamin F. Robinson.....	Wakefield, R. I.
Isaac R. Robinson.....	" "
E. G. Buckland.....	New Haven, Ct.
Nathaniel T. Bacon.....	Peace Dale, R. I.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$133,800 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	70,000 00
Floating debt.....	None.
Total gross debt, not including capital stock.....	70,000 00
Construction account.....	180,000 00
Equipment account.....	29,272 46
All other assets.....	None.
Total property and assets.....	209,272 46
Receipts, passenger department.....	32,166 98
Receipts, freight department.....	20,275 53
Receipts from all other sources.....	995 58
Total receipts.....	53,438 09
Operating expenses.....	14,184 75
Interest paid within the year.....	2,800 00
Taxes paid within the year.....	1,307 51

Salaries and wages.....	24,789 15
All other expenditures.....	None.
Total expenditures.....	43,081 41
Gross earnings.....	53,438 09
Net earnings.....	10,356 68
Rate and amount of dividend paid.....	None.
Surplus.....	8,538 27
Deficit at beginning of year.....	1,818 41
Expended during year for new rolling stock.....	None.
Expended during year for repairs of rolling stock.....	4,039 31
Rolling stock account at beginning of year.....	29,272 46
Rolling stock account at end of year.....	29,272 46
Expended for maintenance of way.....	6,272 11
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	All.
Balance of construction account at beginning of year.....	180,000 00
Balance of construction account at end of year.....	180,000 00
Total number of passengers carried during year.....	227,795
Total number of tons merchandise carried during year.....	32,216
Number of locomotives.....	2
Number of locomotives equipped with driver brakes.....	2
Number of passenger train cars, all lines.....	7
Passenger train cars equipped with power brakes.....	7
Passenger train cars equipped with improved quick-acting brakes.....	7
Passenger train cars heated by direct steam.....	4
Passenger train cars heated by steam heaters.....	0
Number of freight cars.....	12
Number of freight cars equipped with power brakes.....	0
Number equipped with automatic couplers.....	1
Total length of road in miles.....	8.5
Miles of road in this State, main line.....	8.5
Miles of track in this State reckoned as single track, main line..	9.14
Number of regular stopping places in this State, main line....	4
Number of flag stations, all lines.....	1
Number of station buildings, main line.....	4
Number of street or highway grade crossings in this State, main line.....	14
Number guarded by gates and flagmen, all lines.....	1
Number guarded by flagmen only, all lines.....	2

Number where electric bells are used, all lines.....	2
Number of farm or private grade crossings, main line.....	15
Number of bridges, main line.....	6
Number built of stone, main line.....	0
Number built of iron, main line.....	6
Number built of wood, main line.....	0
Number of new bridges built during the year.....	0
Cost of new bridges built during the year.....	0
Tons of new steel rails laid during the year.....	0
Number of ties laid during the year.....	933
Number of new station buildings erected during the year.....	0
Number of passengers killed during the year in this State.....	0
Number of passengers injured during the year in this State....	1
Number of persons killed at grade crossings.....	0
Number of passengers injured at grade crossings.....	0
Number of persons walking on or crossing the track killed.....	0
Number of persons walking on or crossing the track injured....	0
Number of employees killed.....	0
Number of employees injured.....	0
Average number of persons employed in this State.....	42
Average rate of fare per mile, local tickets.....	.03 $\frac{1}{2}$
Average rate of fare per mile, commutation tickets.....	.02

STATE OF RHODE ISLAND, }
COUNTY OF WASHINGTON, } SC.

We, the undersigned, Thomas G. Hazard, Jr., Superintendent, and William T. Stedman, Assistant Treasurer, of the Narragansett Pier Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

T. G. HAZARD, JR.,

Superintendent.

WILLIAM T. STEDMAN,

Assistant Treasurer.

Subscribed and sworn to before me this 21st day of September, 1905.

FREDERICK A. BROWN,

Notary Public.

The Narragansett Pier Railroad extends from Narragansett Pier to Kingston, where it connects with the Stonington Division, New York, New Haven and Hartford Railroad. The following is a list of stations, with distances from Kingston Junction. Flag stations designated by *.

Stations.	Miles.
Kingston.....	0.00
*Goulds.....	3.50
Peace Dale.....	5.00
Wakefield.....	5.50
Narragansett Pier.....	8.50

RETURN OF NEWPORT AND WICKFORD RAILROAD AND STEAMBOAT COMPANY.

Organized 1864.

OFFICERS.

J. W. Miller.....	President.....	Pier 19, N. R., New York.
Angus MacLeod.....	Sec'y and Treas.....	Newport, R. I.
A. D. MacLeod.....	Sup't and Aud'r.....	" "

DIRECTORS.

J. W. Miller.....	Pier 19, N. R., New York.
Geo. Peabody Wetmore.....	Newport, R. I.
Geo. Gordon King.....	" "
Theo. K. Gibbs.....	" "
Angus MacLeod	" "
H. D. Auchincloss.....	" "

Return for the year ending June 30, 1903.

Capital stock actually paid in (common).....	100,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	77,000 00
Floating debt.....	33,147 76
Total gross debt, not including capital stock.....	110,147 76
Construction account.....	118,000 00
Equipment account.....	65,000 00
All other assets.....	11,446 77
Total property and assets.....	194,446 77
Receipts, passenger department.....	40,389 13
Receipts, freight department.....	4,083 38
Receipts from all other sources.....	17,443 96
Total receipts.....	61,916 47
Operating expenses.....	34,061 02
Interest paid within the year.....	5,007 88
Taxes paid within the year.....	720 00

Salaries and wages.....	\$20,533 00
All other expenditures.....	2,635 97
Total expenditures.....	62,957 87
Gross earnings.....	61,916 47
Net earnings (deficit).....	1,041 40
Rate and amount of dividend paid.....	None.
Surplus after paying dividend.....	None.
Surplus at beginning of year.....	None.
Expended during year for new rolling stock.....	None.
Expended during year for repairs of rolling stock.....	None.
Rolling stock account at beginning of year.....	65,000 00
Rolling stock account at end of year.....	65,000 00
Expended for maintenance of way.....	2,084 55
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	None.
Balance of construction account at beginning of year.....	118,000 00
Balance of construction account at end of year.....	118,000 00
Total number of passengers carried during year.....	67,541
Total number of tons merchandise carried during year.....	6,876
Number of locomotives.....	1
Number of locomotives equipped with driver brakes.....	1
Number of passenger train cars, all lines.....	2
Passenger train cars equipped with power brakes.....	2
Passenger train cars equipped with improved quick-acting brakes.....	2
Passenger train cars heated by direct steam.....	2
Passenger train cars heated by steam heaters.....	None.
Number of freight cars.....	None.
Number of freight cars equipped with power brakes.....	None.
Number equipped with automatic couplers.....	None.
Total length of road in miles.....	3.40
Miles of road in this State, main line.....	3 40
Miles of track in this State reckoned as single track, main line....	3.40
Number of regular stopping places in this State, main line.....	4
Number of flag stations, all lines.....	None.
Number of station buildings, main line.....	3
Number of street or highway grade crossings in this State, main line.....	4
Number guarded by gates and flagmen, all lines.....	None.
Number guarded by flagmen only, all lines.....	2

Number where electric bells are used, all lines.....	None.
Number of farm or private grade crossings, main line.....	
Number of bridges, main line.....	3
Number built of stone, main line.....	None.
Number built of iron, main line.....	None.
Number built of wood, main line.....	3
Number of new bridges built during the year.....	None.
Cost of new bridges built during the year.....	Nothing.
Tons of new steel rails laid during the year.....	None.
Number of ties laid during the year.....	1,100
Number of new station buildings erected during the year.....	None.
Number of passengers killed during the year in this State.....	None.
Number of passengers injured during the year in this State....	1
Number of persons killed at grade crossings.....	None.
Number of persons injured at grade crossings.....	None.
Number of persons walking on or crossing the track killed.....	None.
Number of persons walking on or crossing the track injured...	None.
Number of employees killed.....	None.
Number of employees injured.....	1
Average number of persons employed in this state.....	30
Average rate of fare per mile, local tickets.....	5
Average rate of fare per mile, commutation tickets.....	2½ cts.

STATE OF RHODE ISLAND, }
COUNTY OF NEWPORT, } sc.

I, the undersigned, Angus D. MacLeod, Auditor and Superintendent of the Newport and Wickford Railroad and Steamboat Company, on oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief.

ANGUS D. MACLEOD.

Auditor.

Subscribed and sworn to before me, this 10th day of October, 1905.

W. H. WALCOTT,

Notary Public.

The Newport and Wickford Railroad and Steamboat Company extends from Newport to Wickford by steamboat, thence to Wickford Junction by railroad, where it connects with Stonington Division, New York, New Haven and Hartford Railroad. The following is a list of stations, with distances from Newport.

Stations.	Miles.
Newport.....	0.00
Wickford Landing.....	12.00
Wickford.....	12.40
Belleville.....	13.00
Wickford Junction.....	15.00

RETURN OF THE WOOD RIVER BRANCH RAILROAD COMPANY.

Organized July 8, 1872.

OFFICERS.

Ralph C. Watrous.....	President.....	Providence, R. I.
Silas R. Richmond.....	Treasurer.....	Hope Valley, R. I.
Nathaniel W. Smith.....	Secretary.....	Providence, R. I.
Adelbert R. Clark.....	Superintendent.....	Hope Valley, R. I.

DIRECTORS.

Ralph C. Watrous.....		Providence, R. I.
Fenner H. Peckham.....		" "
Nathaniel W. Smith.....		" "
Edwin Milner.....		Moosup, Conn.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$60,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	56,500 00
Floating debt.....	11,492 51
Total gross debt, not including capital stock.....	67,992 51
Construction account.....	111,830 29
Equipment account.....	19,581 68
All other assets.....	7,838 72
Total property and assets.....	139,250 69
Receipts, passenger department.....	5,950 76
Receipts, freight department.....	10,715 81
Receipts from all other sources.....	1,282 68
Total receipts.....	17,949 25
Operating expenses.....	6,504 39
Interest paid within the year.....	3,274 34
Taxes paid within the year.....	681 73
Salaries and wages.....	6,589 33

All other expenditures.....	None.
Total expenditures.....	17,049 79
Gross earnings.....	17,949 25
Net earnings.....	899 46
Rate and amount of dividend paid.....	None.
Surplus after paying dividend.....	11,258 18
Surplus at beginning of year.....	10,358 72
Expended during year for new rolling stock.....	3,000 00
Expended during year for repairs of rolling stock.....	1,502 29
Rolling stock account at beginning of year.....	16,581 68
Rolling stock account at end of year.....	19,581 68
Expended for maintenance of way.....	3,257 84
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	3,257 84
Balance of construction account at beginning of year.....	111,830 29
Balance of construction account at end of year.....	111,830 29
Total number of passengers carried during year.....	27,380
Total number of tons merchandise carried during year.....	14,869
Number of locomotives.....	3
Number of locomotives equipped with driver brakes.....	3
Number of passenger train cars, all lines.....	2
Passenger train cars equipped with power brakes.....	2
Passenger train cars equipped with improved quick-acting brakes.....	None.
Passenger train cars heated by direct steam.....	None.
Passenger train cars heated by hot water.....	2
Number of freight cars.....	None.
Number of freight cars equipped with power brakes.....	None.
Number equipped with automatic couplers.....	None.
Total length of road in miles.....	5.70
Miles of road in this State, main line.....	5.70
Miles of track in this State reckoned as single track, main line..	6.625
Number of regular stopping places in this State, main line....	3
Number of flag stations, all lines.....	2
Number of station buildings, main line.....	3
Number of street or highway grade crossings in this State, main line.....	4
Number guarded by gates and flagmen, all lines.....	None.
Number guarded by flagmen only, all lines.....	None.
Number where electric bells are used, all lines.....	None.

Number of farm or private grade crossings, main line.....	14
Number of bridges, main line.....	2
Number built of stone, main line.....	None.
Number built of iron, main line.....	None.
Number built of wood, main line.....	2
Number of new bridges built during the year.....	None.
Cost of new bridges built during the year.....	Nothing.
Tons of new steel rails laid during the year.....	67
Number of ties laid during the year.....	2,337
Number of new station buildings erected during the year.....	None.
Number of passengers killed during the year in this State.....	None.
Number of passengers injured during the year in this State....	1
Number of persons killed at grade crossings.....	None.
Number of persons injured at grade crossings.....	None.
Number of persons walking on or crossing the track killed.....	None.
Number of persons walking on or crossing the track injured....	None.
Number of employees killed.....	None.
Number of employees injured.....	None.
Average number of persons employed in this State.....	15
Average rate of fare per mile, local tickets.....	\$ 0.458
Average rate of fare per mile, commutation tickets.....	0.170

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } sc.

We, the undersigned, Ralph C. Watrous, President, and Silas R. Richmond, Treasurer, of the Wood River Branch Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

RALPH C. WATROUS,

President.

SILAS R. RICHMOND,

Treasurer.

Subscribed and sworn to before me, this 1st day of September, 1905.

M. FREEMAN COCROFT,

Notary Public.

The Wood River Branch extends from Wood River Junction on the Stonington Division, New York, New Haven and Hartford Railroad, to Hope Valley. The following is a list of stations, with distances from Wood River Junction.

Stations.	Miles.
Wood River Junction.....	0.00
Woodville.....	2.50
Canonchet.....	3.70
Hope Valley.....	5.70

RETURN OF MOSHASSUCK VALLEY RAILROAD COMPANY.

Organized June, 1874.

OFFICERS.

Frank A. Sayles.....	President.....	Saylesville, R. I.
Charles O. Read.....	Treasurer.....	"
Charles O. Read.....	Secretary.....	"
Douglas C. Paton.....	Superintendent.....	"

DIRECTORS.

Frank A. Sayles.....	Saylesville, R. I.
Charles O. Read.....	"
Maurice K. Washburn.....	"
J. R. MacColl.....	"
Kenneth F. Wood.....	"

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$50,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	None.
Floating debt.....	None.
Total gross debt, not including capital stock.....	None.
Construction account.....	80,092 19
Equipment account.....	17,489 20
All other assets.....	356 27
Total property and assets.....	97,937 66
Receipts, passenger department.....	774 94
Receipts, freight department.....	35,312 82
Receipts from all other sources.....	19,980 41
Total receipts.....	56,068 17
Operating expenses.....	19,959 44
Interest paid within the year.....	None.
Taxes paid within the year.....	535 28
Salaries and wages.....	34,265 37
All other expenditures.....	None.

Total expenditures.....	54,760 09
Gross earnings.....	56,068 17
Net earnings.....	1,308 08
Rate and amount of dividend paid.....	None.
Surplus after paying dividend.....	52,690 36
Surplus at beginning of year.....	51,382 28
Expended during year for new rolling stock.....	None.
Expended during year for repairs of rolling stock.....	6,105 02
Rolling stock account at beginning of year.....	17,489 20
Rolling stock account at end of year.....	17,489 20
Expended for maintenance of way.....	3,503 19
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	None.
Balance of construction account at beginning of year.....	80,092 19
Balance of construction account at end of year.....	80,092 19
Total number of passengers carried during year.....	22,141
Total number tons merchandise carried during year.....	136,543
Number of locomotives.....	2
Number of locomotives equipped with driver brakes.....	2
Number of passenger train cars, all lines.....	2
Passenger train cars equipped with power brakes.....	2
Passenger train cars equipped with improved quick-acting brakes.....	1
Passenger train cars heated by direct steam.....	2
Passenger train cars heated by steam heaters.....	None.
Number of freight cars.....	13
Number of freight cars equipped with power brakes.....	3
Number equipped with automatic couplers.....	13
Total length of road in miles.....	2
Miles of road in this State, main line.....	2
Miles of track in this State reckoned as single track, main line...	2
Number of regular stopping places in this State, main line.....	5
Number of flag stations, all lines.....	None.
Number of station buildings, main line.....	1
Number of street or highway grade crossings in this State, main line.....	2
Number guarded by gates and flagmen, all lines.....	None.
Number guarded by flagmen only, all lines.....	2
Number where electric bells are used, all lines.....	None.
Number of farm or private grade crossings, main line.....	4

Number of bridges, main line.....	None.
Number built of stone, main line.....	None.
Number built of iron, main line.....	None.
Number built of wood, main line.....	None.
Number of new bridges built during the year.....	None.
Cost of new bridges built during the year.....	None.
Tons of new steel rails laid during the year.....	45
Number of ties laid during the year.....	1,650
Number of new station buildings erected during the year.....	None
Number of passengers killed during the year in this State.....	None.
Number of passengers injured during the year in this State.....	None.
Number of persons killed at grade crossings.....	None.
Number of persons injured at grade crossings.....	None.
Number of persons walking on or crossing the track killed.....	1
Number of persons walking on or crossing the track injured....	None.
Number of employees killed.....	1
Number of employees injured.....	None.
Average number of persons employed in this State.....	30
Average rate of fare per mile, local tickets.....	2½ cts
Average rate of fare per mile, commutation tickets.....	1½ cts.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, Douglas C. Paton, Superintendent, and Charles O. Read, Treasurer, of the Moshassuck Valley Railroad Company, on oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

DOUGLAS C. PATON,

Superintendent.

CHARLES O. READ,

Treasurer.

Subscribed and sworn to before me, this 14th day of October, 1905.

SAMUEL FESSENDEN,

Notary Public.

The Moshassuck Valley Railroad extends from Woodlawn station, on the Providence Division, New York, New Haven and Hartford Railroad, to Saylesville, R. I. The stations, with distances from Saylesville, are as follows:

Stations.	Miles.
Saylesville.....	0.00
Crefeld.....	0.40
Lock Bridge.....	1.25
Lorraine.....	1.50
Woodlawn Junction, N. Y., N. H. & H. R. R.....	2.00

REPORT OF RAILROAD COMMISSIONER.

TABLE No. 1.—Showing Capital Stock paid in, Funded Debt, Floating Debt, Total Indebtedness, Receipts, Expenditures, and Net Earnings, for the year ending June 30, 1905.

NAME OF CORPORATION.	Capital Stock paid in.	Funded Debt.	Floating Debt.	Total Indebtedness.	Receipts.	Expenditures.	Net Earnings.
New York, New Haven and Hartford..	\$80,000,000 00	\$37,189,300 00	\$28,803,255 33	\$65,992,555 33	\$51,205,399 56	\$44,497,347 12	\$6,708,052 44
Providence and Worcester.....	3,500,000 00	1,500,000 00	.....	1,500,000 00	417,459 09	69,842 03	347,617 06
Boston and Providence.....	4,000,000 00	2,170,000 00	247,897 50	2,417,897 50	491,438 02	91,038 02	400,400 00
Providence and Springfield.....	517,450 00	750,000 00	.....	750,000 00	58,198 98	37,500 00	20,698 98
Newport and Wickford R. R. and S....	100,000 00	77,000 00	33,147 76	110,147 76	61,916 47	62,957 87	—1,041 40
Narragansett Pier.....	133,800 00	70,000 00	.....	70,000 00	53,438 09	43,081 41	10,356 68
Wood River Branch.....	60,000 00	56,500 00	11,492 51	67,992 51	17,949 25	17,049 79	899 46
Old Colony.....	17,871,400 00	15,511,200 00	1,733,541 45	17,244,741 45	1,892,676 11	641,678 11	1,250,998 00
Providence, Warren and Bristol.....	437,300 00	.....	53,267 27	53,267 27	27,895 64	1,544 72	26,350 92
The New England.....	25,000,000 00	17,500,000 00	1,500,130 00	19,000,130 00	999,856 11	849,856 11	150,000 00
Pawtuxet Valley.....	100,900 00	160,000 00	.....	160,000 00	7,063 00	201 50	6,861 50
*Rhode Island and Massachusetts.....	180,000 00	.....	.....	.....	.....	.....	.....
Moshassuck Valley.....	50,000 00	.....	.....	.....	56,068 17	54,760 09	1,308 08
Woonsocket and Pascoag.....	200,000 00	100,000 00	1,250 00	101,250 00	5,000 00	5,000 00	.....
Totals.....	\$132,150,850 00	\$75,084,000 00	\$32,383,981 82	\$107,467,981 82	\$55,294,358 49	\$46,371,856 77	\$8,922,501 72

*Included in New York, New Haven and Hartford Railroad.

— Deficit.

TABLE No. 2.—Showing Miles Road, Total Miles Road in Rhode Island, Miles Single Track in Rhode Island, Number of Locomotives, Number of Passenger and other Cars, with Receipts from Passengers, from Freight, and from all other sources, for the year ending June 30, 1905.

NAME OF CORPORATION.	Total Miles Road.	Miles Road in R. I.	Miles single Track in R. I.	Loco- motives.	Passen- ger Train Cars.	Freight Cars.	Receipts from Passengers.	Receipts from Freight.	Receipts from all other Sources.
New York, New Haven and Hartford.	2,513.75	180.24	424.90	1,186	2,106	17,475	\$24,146,454 49	\$25,341,855 19	\$1,717,089 88
*Providence and Worcester.									417,459 09
*Boston and Providence.									491,438 02
*Providence and Springfield.	27.73	28.10	31.05						58,198 98
Newport and Wickford R. R. and S.	3.40	3.40	3.40	1	2		40,389 13	4,083 38	17,443 96
Narragansett Pier.	8.05	8.05	9.14	2	7	12	32,166 98	20,275 53	995 58
Wood River Branch.	5.70	5.70	6.625	3	2		5,950 76	10,715 81	1,282 68
*Old Colony.	511.35	16.19	25.98						1,892,676 11
*Providence, Warren and Bristol.									27,895 64
*New England.	359.25	28.87	45.17						999,856 11
*Pawtuxet Valley.	5.67	5.67	6.87						7,063 00
*Rhode Island and Massachusetts.	7.07	7.07	7.90						
Moosehauk Valley.	2.00	2.00	2.00	2	2	13	774 94	35,312 82	19,980 41
*Woonsocket and Pascoag.	9.45	9.45	10.58						5,000 00
Totals.	2,532.90	209.30	446.065	1,104	2,119	17,500	\$24,225,736 30	\$25,412,242 73	\$5,656,379 46

* Included in New York, New Haven and Hartford Railroad.

REPORT OF RAILROAD COMMISSIONER.

TABLE NO. 3.—Showing Number of Passengers and tons of Merchandise carried for the years 1904 and 1905, with Increase or Decrease in same, for year ending June 30, 1905.

NAME OF CORPORATION.	1904.		1905.		Increase of Passengers.	Increase of Merchandise.
	Total Number of Passengers.	Total Tons of Merchandise.	Total Number of Passengers.	Total Tons of Merchandise.		
New York, New Haven and Hartford.....	63,130,459	17,560,485	63,323,475	18,321,327	193,016	760,842
*Providence and Worcester.....						
*Boston and Providence.....						
*Providence and Springfield.....						
Newport and Wickford Railroad and Steamboat..	63,665	4,302	67,541	6,876	3,876	2,574
Narragansett Pier.....	227,510	24,953	227,795	32,216	285	7,263
Wood River Branch.....	25,435	13,866	27,380	14,869	1,945	1,003
*Old Colony.....						
*Fall River, Warren and Providence.....						
*Providence, Warren and Bristol.....						
*New England.....						
*Pawtuxet Valley.....						
*Rhode Island and Massachusetts.....						
Moshassuck Valley.....	26,464	127,285	22,141	136,543	-4,323	9,258
*Woonsocket and Pascoag.....						
Totals.....	63,473,533	17,730,891	63,668,332	18,511,831	194,799	780,940

* Included in New York, New Haven and Hartford Railroad. — Decrease.

RETURNS
OF THE
STREET RAILROAD COMPANIES
FOR THE YEAR ENDING JUNE 30, 1905.

RETURN OF UNION RAILROAD COMPANY.

Organized February 2, 1865. Leased to the Rhode Island Company,
June 24, 1902.

OFFICERS.

Benjamin A. Jackson.....	President.....	Providence, R. I.
Marsden J. Perry.....	Vice-President.....	" "
C. A. Babcock.....	Secretary and Treasurer.....	" "

DIRECTORS.

Benjamin A. Jackson.....	Providence, R. I.
Marsden J. Perry.....	" "
Arthur H. Watson.....	" "
Cornelius S. Sweetland.....	" "
George L. Shepley.....	" "

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$9,000,000 00
Capital stock actually paid in (preferred).....	
Funded debt.....	25,000 00
Floating debt.....	
Total gross debt, not including capital stock.....	25,000 00
Construction account, }	
Equipment account, }	8,427,161 85
All other assets.....	1,226,171 75
Total property and assets.....	9,653,333 60
Receipts, passenger department, in this State.....	*
Receipts, freight department, in this State.....	*
Receipts from rentals.....	720,100 00
Total receipts.....	720,100 00
Operating expenses in this State.....	*
Interest paid within the year.....	*
Taxes paid within the year in this State.....	*
Salaries and wages.....	*
All other expenditures.....	*
Total expenditures.....	*
Gross earnings.....	720,100 00
Net earnings.....	720,100 00
Rate and amount of dividend paid, 8 per cent.....	720,000 00
Surplus after paying dividend.....	100 00
Surplus at beginning of year.....	*
Expended during year for new rolling stock.....	*
Expended during year for repairs to rolling stock.....	*
Rolling stock account at beginning of year.....	*
Rolling stock account at end of year.....	*
Expended for maintenance of way.....	*
How much of last amount charged to construction account.....	*
How much of same charged to expense account.....	*
Balance of construction account at beginning of year.....	*
Balance of construction account at end of year.....	*
Total number of passengers carried during year in this State...	*
Number of open passenger cars.....	262
Number of vestibule passenger cars.....	105

* Included in return of Rhode Island Co.

APPENDIX.

75

Number of closed passenger cars.....	155
Total number passenger cars.....	522
Number of freight cars.....	10
Number of all other cars.....	22
Number of passenger cars with power brakes.....	200
Number of passenger cars heated by electric heaters.....	260
Total length of road in miles.....	137 ⁵⁷ / ₁₀₀
Miles of road in this State.....	137 ⁵⁷ / ₁₀₀
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	151 ⁵² / ₁₀₀
Number of grade crossings of other railroads, street or steam, in this State.....	8
Number of direct grade crossings of highways.....	8
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State.....	*
Number of persons killed while getting on or off cars.....	*
Number of persons injured while getting on or off cars.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured.....	*
Number of collisions of cars.....	*
Number of collisions of cars and teams.....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile.....	*

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, Marsden J. Perry, Vice-President, and C. A. Babcock, Treasurer, of the Union Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and

* Included in return of Rhode Island Co.

affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

MARSDEN J. PERRY,

Vice-President.

C. A. BABCOCK,

Treasurer.

Subscribed and sworn to before me, this 2d day of September, 1905.

HENRY V. A. JOSLIN,

Justice of the Peace.

RETURN OF PAWTUCKET STREET RAILWAY COMPANY.

Organized July 18th, 1885. Leased to the Rhode Island Company,
June 24, 1902.

OFFICERS.

Benjamin A. Jackson.....	President.....	Providence, R. I.
Marsden J. Perry.....	Vice-President.....	" "
C. A. Babcock.....	Secretary and Treasurer.....	" "

DIRECTORS.

Benjamin A. Jackson.....	Providence, R. I.
Marsden J. Perry.....	" "
Arthur H. Watson.....	" "
Cornelius S. Sweetland.....	" "
George L. Shepley.....	" "

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$500,000 00
Capital stock actually paid in (preferred).....	
Funded debt.....	
Floating debt.....	
Total gross debt, not including capital stock.....	
Construction account, }	
Equipment account, }	566,168 38
All other assets.....	20,333 13
Total property and assets.....	586,501 51
Receipts, passenger department, in this State.....	*
Receipts, freight department, in this State.....	*
Receipts from rentals.....	30,100 00
Total receipts.....	30,100 00

* Included in return of Rhode Island Co.

Operating expenses in this State.....	*
Interest paid within the year.....	*
Taxes paid within the year in this State.....	*
Salaries and wages.....	*
All other expenditures.....	*
Total expenditures.....	*
Gross earnings.....	30,100 00
Net earnings.....	30,100 00
Rate and amount of dividend, paid 6 per cent.....	30,000 00
Surplus after paying dividend.....	100 00
Surplus at beginning of year.....	
Expended during year for new rolling stock.....	*
Expended during year for repairs to rolling stock.....	*
Rolling stock account at beginning of year.....	
Rolling stock account at end of year.....	
Expended for maintenance of way.....	*
How much of last amount charged to construction account....	
How much of same charged to expense account.....	
Balance of construction account at beginning of year.....	
Balance of construction account at end of year..	
Total number of passengers carried during year in this State..	*
Number of open passenger cars.....	6
Number of vestibule passenger cars.....	20
Number of closed passenger cars.....	9
Total number passenger cars.....	35
Number of freight cars.....	
Number of all other cars.....	
Number of passenger cars with power brakes.....	20
Number of passenger cars heated by electric heaters.....	29
Total length of road in miles.....	29.62
Miles of road in this State.....	29.62
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	31.66
Number of grade crossings of other railroads, street or steam, in this State.....	6
Number of direct grade crossings of highways.....	
Tons of new steel rails laid during the year.....	
Number of ties laid during the year.....	

{ * Included in return of Rhode Island Co.

Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State....	*
Number of persons killed while getting on or off cars.....	*
Number of persons injured while getting on or off cars.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured....	*
Number of collisions of cars.....	*
Number of collisions of cars and teams.....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile.....	*

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, Marsden J. Perry, Vice-President, and C. A. Babcock, Treasurer, of the Pawtucket Street Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

MARSDEN J. PERRY,

Vice-President.

C. A. BABCOCK,

Treasurer.

Subscribed and sworn to before me this 2d day of September, 1905.

HENRY V. A. JOSLIN,

Justice of the Peace.

* Included in return of Rhode Island Co.

RETURN OF WOONSOCKET STREET RAILWAY COMPANY.

Organized June 4, 1886.

OFFICERS.

Edgar K. Ray.....	President and General Manager.....	Woonsocket, R. I.
Walter Whittlesey.....	Treasurer.....	Chelsea, Mass.
Willard Kent.....	Secretary.....	Woonsocket, R. I.
Herbert M. Young.....	Superintendent.....	" "
Joseph G. Ray.....	Asst. General Manager.....	" "

DIRECTORS.

Thomas Martin.....	Chelsea, Mass.
Walter Whittlesey.....	" "
Edgar K. Ray.....	Woonsocket, R. I.
Edward H. Rathbun.....	" "
A. D. Thayer.....	Franklin, Mass.
H. L. Whittlesey.....	West Newton, Mass.
Willard Kent.....	Woonsocket, R. I.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$300,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	165,000 00
Floating debt.....	157,887 48
Total gross debt, not including capital stock.....	322,887 48
Construction account.....	417,721 68
Equipment account.....	132,599 22
All other assets.....	7,406 67
Total property and assets.....	557,727 57
Receipts, passenger department, in this State.....	102,293 43
Receipts, freight department, in this State.....	None.

APPENDIX.

81

Receipts from all other sources in this state.....	274 08
Total receipts.....	102,567 51
Operating expenses in this State.....	89,720 42
Interest paid within the year.....	12,169 24
Taxes paid within the year in this State.....	5,565 85
Salaries and wages.....	
All other expenditures.....	9,138 86
Total expenditures.....	116,594 37
Gross earnings.....	102,567 51
Net loss.....	14,026 86
Rate and amount of dividend paid.....	
Surplus after paying dividend.....	
Surplus at beginning of year.....	
Expended during year for new rolling stock.....	
Expended during year for repairs to rolling stock.....	11,989 26
Rolling stock account at beginning of year.....	132,599 22
Rolling stock account at end of year.....	132,599 22
Expended for maintenance of way.....	16,873 50
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	16,873 50
Balance of construction account at beginning of year.....	417,721 68
Balance of construction account at end of year.....	417,721 68
Total number of passengers carried during year in this State...	2,496,673
Number of open passenger cars.....	19
Number of vestibule passenger cars.....	15
Number of closed passenger cars.....	15
Total number passenger cars.....	34
Number of freight cars.....	1
Number of all other cars.....	
Number of passenger cars with power brakes.....	12
Number of passenger cars heated by electric heaters.....	15
Total length of road in miles.....	22.824
Miles of road in this State.....	18.766
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	19.526
Number of grade crossings of other railroads, street or steam, in this State.....	1
Number of direct grade crossings of highways.....	16
Tons of new steel rails laid during the year.....	
Number of ties laid during the year.....	4,750

Number of passengers killed during the year in this State.....	None.
Number of passengers injured during the year in this State....	24
Number of persons killed while getting on or off cars.....	None.
Number of persons injured while getting on or off cars.....	24
Number of persons walking on or crossing the track killed.....	1
Number of persons walking on or crossing the track injured....	3
Number of collisions of cars.....	5
Number of collisions of cars and teams.....	19
Number of employees killed.....	None.
Number of employees injured.....	None.
Average number of persons employed in this State.....	80
Average rate of fare.....	\$.05

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } sc.

I, the undersigned, Treasurer of the Woonsocket Street Railway Company, on oath do say that the foregoing return has been prepared under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief.

WALTER WHITTLESEY,

Treasurer.

Subscribed and sworn to before me this 5th day of September, 1905.

GEORGE B. GUILD,

Notary Public.

RETURN OF PROVIDENCE CABLE TRAMWAY COMPANY.

Organized July 24th, 1884. Leased to the Union Railroad Company,
January 1, 1895.

OFFICERS.

Benjamin A. Jackson	President	Providence, R. I.
Marsden J. Perry	Vice-President	" "
C. A. Babcock	Secretary and Treasurer	" "

DIRECTORS.

Benjamin A. Jackson	Providence, R. I.
Marsden J. Perry	" "
Arthur H. Watson	" "
Cornelius S. Sweetland	" "
George L. Shepley	" "

Returns for the year ending June 30, 1905.

Capital stock actually paid in (common)	\$300,000 00
Capital stock actually paid in (preferred)	
Funded debt	
Floating debt	
Total gross debt, not including capital stock	
Construction account,)	
Equipment account,)	298,106 28
All other assets	149,883 23
Total property and assets	447,989 51
Receipts, passenger department, in this State	*
Receipts, freight department, in this State	*
Receipts from all other sources in this State	*

* Included in return of Rhode Island Co.

Total receipts.....	*
Operating expenses in this State.....	*
Interest paid within the year.....	*
Taxes paid within the year in this State.....	*
Salaries and wages.....	*
All other expenditures.....	*
Total expenditures.....	*
Gross earnings.....	*
Net earnings.....	*
Rate and amount of dividend paid.....	
Surplus after paying dividend.....	
Surplus at beginning of year.....	
Expended during year for new rolling stock.....	*
Expended during year for repairs to rolling stock.....	*
Rolling stock account at beginning of year.....	
Rolling stock account at end of year.....	
Expended for maintenance of way.....	*
How much of last amount charged to construction account....	
How much of same charged to expense account.....	
Balance of construction account at beginning of year.....	
Balance of construction account at end of year.....	
Total number of passengers carried during year in this State...	*
Number of open passenger cars.....	
Number of vestibule passenger cars.....	
Number of closed passenger cars.....	
Total number passenger cars.....	
Number of freight cars.....	
Number of all other cars.....	
Number of passenger cars with power brakes.....	
Number of passenger cars heated by electric heaters.....	
Total length of road in miles.....	2.92
Miles of road in this State.....	2.92
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	3.29
Number of grade crossings of other railroads, street or steam, in this State.....	
Number of direct grade crossings of highways.....	
Tons of new steel rails laid during the year.....	

* Included in return of Rhode Island Co.

Number of ties laid during the year.....	
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State....	*
Number of persons killed while getting on or off cars.....	*
Number of persons injured while getting on or off cars.....	*
Number of persons walking on or crossing the track killed....	*
Number of persons walking on or crossing the track injured...	*
Number of collisions of cars.....	*
Number of collisions of cars and teams.....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile.....	*

STATE OF RHODE ISLAND }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, Marsden J. Perry, Vice-President, and C. A. Babcock, Treasurer, of the Providence Cable Tramway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

MARSDEN J. PERRY,
Vice-President.

C. A. BABCOCK,
Treasurer.

Subscribed and sworn to before me, this 2d day of September, 1905.

HENRY V. A. JOSLIN,
Justice of the Peace.

* Included in return of Rhode Island Co.

THE INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY IN RHODE ISLAND.

Organized April 20, 1895.

The Interstate Consolidated Street Railway Company was sold to the Rhode Island Suburban Railway Company, February 8, 1901. Sale recorded July 13, 1903.

RETURN OF PAWCATUCK VALLEY STREET RAILWAY COMPANY.

Organized May 25, 1893.

OFFICERS.

William Hoxsey.....	President.....	Westerly, R. I.
Frank P. Sheldon.....	Vice-President.....	Providence, R. I.
Nathan B. Lewis.....	Secretary.....	West Kingston, R. I.
James O. Sweet.....	Treasurer.....	Jewett City, Conn.
Harry B. Ivers.....	General Manager.....	Westerly, R. I.

DIRECTORS.

William Hoxsey.....	Westerly, R. I.
Frank P. Sheldon.....	Providence, R. I.
James O. Sweet.....	Jewett City, Conn.
Francello G. Jillson.....	Providence, R. I.
George W. Mansfield.....	Westerly, R. I.
John Champlin.....	" "
Nathan B. Lewis.....	West Kingston, R. I.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$75,000 00
Capital stock actually paid in (preferred).....	
Funded debt.....	100,000 00
Floating debt.....	26,371 26

Total gross debt, not including capital stock.....	126,371 76
Construction account.....	138,644 61
Equipment account.....	45,180 51
All other assets.....	21,374 13
Total property and assets.....	205,199 25
Receipts, passenger department, in this State.....	20,686 65
Receipts, freight department, in this State.....	1,104 35
Receipts from all other sources in this State.....	3,251 27
Total receipts.....	25,042 27
Operating expenses in this State.....	16,518 22
Interest paid within the year.....	6,096 76
Taxes paid within the year in this State.....	1,216 81
Salaries and wages.....	1,868 00
All other expenditures.....	825 85
Total expenditures.....	26,525 64
Gross earnings.....	22,003 72
Net earnings (deficit, \$1,483.37).....	None.
Rate and amount of dividend paid.....	None.
Surplus after paying dividend.....	None.
Surplus at beginning of year.....	3,577 17
Expended during year for new rolling stock.....	799 34
Expended during year for repairs to rolling stock.....	475 85
Rolling stock account at beginning of year.....	20,574 79
Rolling stock account at end of year.....	21,374 13
Expended for maintenance of way.....	3,344 66
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	3,344 66
Balance of construction account at beginning of year.....	137,805 39
Balance of construction account at end of year.....	138,644 61
Total number of passengers carried during year in this State...	413,733
Number of open passenger cars.....	6
Number of vestibule passenger cars.....	None.
Number of closed passenger cars.....	2
Total number passenger cars.....	8
Number of freight cars.....	1
Number of all other cars.....	1
Number of passenger cars with power brakes.....	None.
Number of passenger cars heated by electric heaters.....	None.
Total length of road in miles.....	6.15
Miles of road in this State.....	6.15

Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	6.23
Number of grade crossings of other railroads, street or steam, in this State.....	None.
Number of direct grade crossings of highways.....	6
Tons of new steel rails laid during the year.....	None.
Number of ties laid during the year.....	2,467
Number of passengers killed during the year in this State.....	None.
Number of passengers injured during the year in this State....	None.
Number of persons killed while getting on or off cars.....	None.
Number of persons injured while getting on or off cars.....	None.
Number of persons walking on or crossing the track killed....	None.
Number of persons walking on or crossing the track injured....	None.
Number of collisions of cars.....	None.
Number of collisions of cars and teams.....	1
Number of employees killed.....	None.
Number of employees injured.....	None.
Average number of persons employed in this State.....	19
Average rate of fare per mile.....	\$.0166

STATE OF RHODE ISLAND, }
COUNTY OF WASHINGTON, } SC.

We, the undersigned, William Hoxsey, President, and Harry B. Ivers, for the Treasurer, of the Pawcatuck Valley Street Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

F. P. SHELDON,
Vice-President.

JAMES O. SWEET,
Treasurer.

By HARRY B. IVERS,
Bookkeeper for the Treasurer.

Subscribed and sworn to before me, this 16th day of September, 1905.

NATHAN B. LEWIS,
Notary Public.

RETURN OF NEWPORT STREET RAILWAY COMPANY.

Organized July 30, 1888.

The above company was consolidated with Newport and Fall River Street Railway Company on July 1, 1900.

RETURN OF NEWPORT AND FALL RIVER STREET RAILWAY COMPANY.

Organized January, 1898. Leased to and operated by the Old Colony Street Railway Company of Massachusetts from July 1, 1901.

OFFICERS.

P. F. Sullivan.....	President.....	Boston, Mass.
Melville Bull.....	Vice President.....	Newport, R. I.
J. H. Goodspeed.....	Treasurer.....	Boston, Mass.
H. H. Read.....	Assistant Treasurer.....	Taunton, Mass.
A. C. Landers.....	Secretary and Clerk.....	Newport, R. I.
D. Dana Bartlett.....	General Auditor.....	Boston, Mass.

EXECUTIVE COMMITTEE.

P. F. Sullivan, Melville Bull, Robert S. Goff.

DIRECTORS.

P. F. Sullivan.....	Lowell, Mass.
Melville Bull.....	Newport, R. I.
A. C. Landers.....	" "
Angus McLeod.....	" "
C. A. Brackett.....	" "
Geo. R. Chase.....	Middletown, R. I.
G. R. Fearing, Jr.....	Boston, Mass.
R. S. Goff.....	Fall River, Mass.
H. H. Read.....	" "

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$900,000 00
Capital stock actually paid in (preferred).....	
Funded debt.....	749,500 00
Floating debt.....	1,625 20
Total gross debt, not including capital stock.....	751,125 20
Construction account.....	1,499,732 77
Equipment account.....	152,619 73
All other assets.....	16,378 42
Total property and assets.....	1,668,730 92
Receipts passenger department in this state.....	*
Receipts, freight department, in this State.....	*
Receipts from all other sources in this State.....	*
Allowance for organization expenses, as per lease.....	1,000 00
Total receipts.....	1,000 00
Operating expenses in this State.....	†
Interest paid within the year.....	†
Taxes paid within the year in this State.....	†
Salaries and wages.....	†
All other expenditures (salaries and maintenance of organization).....	1,000 00
Total expenditures.....	1,000 00
Gross earnings.....	
Net earnings.....	
Rate and amount of dividend paid (3 per cent. of \$750,000, 22,500; 3 per cent. of \$900,000, 27,000; paid directly to stockholders by O. C. St. Ry. Co., lessee).....	49,500 00
Surplus after paying dividend.....	17,605 72
Surplus at beginning of year.....	5,290 29
Expended during year for new rolling stock.....	
Expended during year for repairs to rolling stock.....	
Rolling stock account at beginning of year.....	123,934 31
Rolling stock account at end of year.....	123,934 31
Expended for maintenance of way.....	
How much of last amount charged to construction account....	
How much of same charged to expense account.....	
Balance of construction account at beginning of year.....	1,440,162 68

*Collected and held by lessee.

†Paid by lessee.

Balance of construction account at end of year.....	1,499,732 77
Total number of passengers carried during year in this State...	
Number of open passenger cars.....	40
Number of vestibule passenger cars.....	11
Number of closed passenger cars.....	15
Total number passenger cars.....	55
Number of freight cars.....	3
Number of all other cars (plows).....	5
Number of passenger cars with power brakes.....	12
Number of passenger cars heated by electric heaters.....	14
Total length of road in miles.....	18.492
Miles of road in this State.....	18.492
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	20.179
Number of grade crossings of other railroads, street or steam, in this State.....	*
Number of direct grade crossings of highways.....	*
Tons of new steel rails laid during the year.....	*
Number of ties laid during the year.....	*
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State....	*
Number of persons killed while getting on or off cars.....	*
Number of persons injured while getting on or off cars.....	*
Number of persons walking on or crossing the track killed....	*
Number of persons walking on or crossing the track injured...	*
Number of collisions of cars.....	*
Number of collisions of cars and teams... ..	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile.....	*

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } SC.

We, the undersigned, P. F. Sullivan, President, and J. H. Goodspeed, Treasurer, of the Newport and Fall River Street Railway Company, on our oath do severally

*Included in report of Old Colony St Ry. Co.

say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

P. F. SULLIVAN,

President.

J. H. GOODSPEED,

Treasurer.

Subscribed and sworn to before me, this 1st day of September, 1905.

D. DANA BARTLETT,

Justice of the Peace.

RETURN OF OLD COLONY STREET RAILWAY COMPANY.

Organized December 28, 1880.

This return of the Massachusetts corporation covers the operation of the company in Rhode Island, but the capital stock and some other financial items are not inserted in the tables that follow the returns.

OFFICERS.

P. F. Sullivan.....	President.....	Boston, Mass.
Robert S. Goff.....	Vice-President.....	" "
Joseph H. Goodspeed.....	Treasurer.....	" "
Charles Williams.....	Clerk.....	Lynn, Mass.
Warren and Garfield.....	General Counsel.....	Boston, Mass.
D. Dana Bartlett.....	General Auditor.....	" "
Robert S. Goff.....	General Manager.....	" "
George F. Seibel.....	General Superintendent.....	Taunton, Mass.

DIRECTORS.

P. F. Sullivan.....	Lowell, Mass.
Robert S. Goff.....	Fall River, Mass.
Joseph H. Goodspeed.....	Boston, Mass.
Bradford D. Davol.....	Fall River, Mass.
Frederick S. Hall.....	Taunton, Mass.
John P. Morse.....	Brockton, Mass.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$7,312,400 00
Capital stock actually paid in (preferred).....	
Funded debt.....	6,431,000 00
Floating debt.....	2,451,803 44
Total gross debt, not including capital stock.....	8,882,803 44
Construction account.....	12,815,673 16
Equipment account.....	2,535,266 16
All other assets.....	844,264 12

Total property and assets.....	16,195,203 44
Receipts, passenger department, in this State.....	132,298 21
Receipts, freight department, in this State.....	
Receipts from all other sources in this State (includes earnings of illuminating department).....	128,716 76
Total receipts.....	261,014 97
Operating expenses in this State.....	56,484 21
Interest paid within the year in this State.....	33,482 21
Taxes paid within the year in this State.....	8,818 59
Salaries and wages in this State.....	38,044 73
All other expenditures in this State (includes expenses, illumina- ting department).....	48,396 22
Total expenditures.....	185,225 96
Gross earnings in this State.....	261,014 97
Net earnings in this State.....	75,789 01
Rate and amount of dividend paid.....	
Surplus after paying dividend.....	
Surplus at beginning of year.....	
Expended during year for new rolling stock.....	58,719 57
Expended during year for repairs to rolling stock.....	168,720 26
Rolling stock account at beginning of year.....	2,381,934 15
Rolling stock account at end of year.....	2,440,653 72
Expended for maintenance of way.....	123,533 35
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	123,533 35
Balance of construction account at beginning of year.....	10,966,972 88
Balance of construction account at end of year.....	12,815,673 16
Total number of passengers carried during year in this State...	3,424,343
Number of open passenger cars.....	411
Number of vestibule passenger cars.....	285
Number of closed passenger cars.....	306
Total number passenger cars.....	717
Number of freight cars.....	64
Number of all other cars (plows).....	78
Number of passenger cars with power brakes.....	204
Number of passenger cars heated by electric heaters.....	303
Total length of road in miles.....	332.028
Miles of road in this State.....	18.492
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	20.179

Number of grade crossing of other railroads, street or steam, in this State.....	
Number of direct grade crossings of highways.....	
Tons of new steel rails laid during the year.....	6.256
Number of ties laid during the year.....	2,316
Number of passengers killed during the year in this State.....	0
Number of passengers injured during the year in this State.....	6
Number of persons killed while getting on or off cars.....	0
Number of persons injured while getting on or off cars.....	10
Number of persons walking on or crossing the track killed....	0
Number of persons walking on or crossing the track injured....	0
Number of collisions of cars.....	3
Number of collisions of cars and teams.....	12
Number of employees killed.....	1
Number of employees injured.....	5
Average number of persons employed in this State.....	81
Average rate of fare.....	.5 cts. in each town.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } sc.

We, the undersigned, P. F. Sullivan, President, and J. H. Goodspeed, Treasurer, of the Old Colony Street Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

P. F. SULLIVAN,
President.

J. H. GOODSPEED,
Treasurer.

Subscribed and sworn to before me, this 1st day of September, 1905.

D. DANA BARTLETT,
Justice of the Peace.

CUMBERLAND STREET RAILWAY COMPANY.

Organized March 11, 1898. Sold to the Rhode Island Suburban Railway
Company January 1, 1900.

 RETURN OF RHODE ISLAND SUBURBAN RAILWAY
COMPANY.

Organized June 2, 1899. Leased to the Rhode Island Company June 30, 1904.

 OFFICERS.

Benjamin A. Jackson	President.....	Providence, R. I.
Marsden J. Perry.....	Vice-President.....	" "
C. A. Babcock.....	Secretary and Treasurer....	" "

 DIRECTORS.

Benjamin A. Jackson.....	Providence, R. I.
Marsden J. Perry.....	" "
Arthur H. Watson.....	" "
Cornelius S. Sweetland.....	" "
George L. Shepley.....	" "

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$5,000,000 00
Capital stock actually paid in (preferred).....	
Funded debt.....	4,933,200 00
Floating debt.....	
Total gross debt, not including capital stock.....	4,933,200 00
Construction account, }	
Equipment account, }	9,450,451 24
All other assets.....	1,061,392 39

APPENDIX.

97

Total property and assets.....	10,511,843 63
Receipts, passenger department, in this State.....	*
Receipts, freight department, in this State.....	*
Receipts from rentals.....	100,100 00
Total receipts.....	100,100 00
Operating expenses in this State.....	*
Interest paid within the year.....	*
Taxes paid within the year in this State....	*
Salaries and wages.....	*
All other expenditures.....	31 80
Total expenditures.....	31 80
Gross earnings.....	100,100 00
Net earnings.....	100,068 20
Rate and amount of dividend paid, 2 per cent.....	100,000 00
Surplus after paying dividend.....	68 20
Surplus at beginning of year.....	
Expended during year for new rolling stock.....	*
Expended during year for repairs to rolling stock.....	*
Rolling stock account at beginning of year.....	
Rolling stock account at end of year.....	
Expended for maintenance of way.....	*
How much of last amount charged to construction account....	
How much of same charged to expense account.....	
Balance of construction account at beginning of year.....	
Balance of construction account at end of year.....	
Total number of passengers carried during year in this State.....	*
Number of open passenger cars.....	97
Number of vestibule passenger cars.....	63
Number of closed passenger cars.....	8
Total number passenger cars.....	168
Number of freight cars.....	16
Number of all other cars.....	31
Number of passenger cars with power brakes.....	155
Number of passenger cars heated by electric heaters.....	71
Total length of road in miles.....	68.14
Miles of road in this State.....	68.14
Miles of track in this State reckoned as single track, including double tracks, switches and turnouts,.....	76.40

* Included in return of the Rhode Island Co.

Number of grade crossings of other railroads, street or steam, in this State.....	8
Number of direct grade crossings of highways.....	3
Tons of new steel rails laid during the year.....	
Number of ties laid during the year.....	
Number of passengers killed during the year in this State.....	*
Number of passengers injured during the year in this State.....	*
Number of persons killed while getting on or off cars.....	*
Number of persons injured while getting on or off cars.....	*
Number of persons walking on or crossing the track killed.....	*
Number of persons walking on or crossing the track injured....	*
Number of collisions of cars.....	*
Number of collisions of cars and teams.....	*
Number of employees killed.....	*
Number of employees injured.....	*
Average number of persons employed in this State.....	*
Average rate of fare per mile.....	*

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, Marsden J. Perry, Vice-President, and C. A. Babcock, Treasurer, of the Rhode Island Suburban Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

MARSDEN J. PERRY,
Vice-President.

C. A. BABCOCK,
Treasurer.

Subscribed and sworn to before me, this 2d day of September, 1905.

HENRY V. A. JOSLIN,
Justice of the Peace.

* Included in return of the Rhode Island Co.

RETURN OF PROVIDENCE AND DANIELSON RAILWAY COMPANY.

Organized July 7, 1893.

OFFICERS.

Jas. H. Morris.....	President.....	Philadelphia, Penn.
D. F. Sherman.....	Vice-President.....	Providence, R. I.
Franklin A. Smith, Jr.....	Secretary.....	" "
Geo. W. Prentice.....	Treasurer.....	" "
J. E. Thielsen.....	Superintendent.....	North Scituate, R. I.

DIRECTORS.

Franklin P. Owen*.....	Providence, R. I.
Geo. W. Prentice.....	" "
Franklin A. Smith, Jr.....	" "
D. F. Sherman.....	" "
John W. Potter.....	" "
James S. Kenyon.....	" "
Edwin A. Smith.....	" "
James H. Morris.....	Philadelphia, Penn.
Julius Christensen.....	" "

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$1,000,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	600,000 00
Floating debt.....	77,325 63
Total gross debt, not including capital stock.....	677,325 63
Construction account.....	1,094,417 13
Equipment account.....	605,944 30
All other assets.....	36,555 04
Total property and assets.....	1,736,916 47
Receipts, passenger department, in this State and Conn.	65,419 90
Receipts, freight department, in this State and Conn.....	18,887 19

* Franklin P. Owen died January 23, 1905.

Receipts from all other sources in this State.....	39 01
Total receipts.....	84,346 10
Operating expenses in this State and Conn.....	69,951 82
Interest paid within the year.....	30,533 61
Taxes paid within the year in this State and Conn.....	1,273 65
Salaries and wages (included in operating expenses).....	
All other expenditures.....	None.
Total expenditures.....	101,739 08
Gross earnings.....	84,346 10
Net earnings (deficit).....	17,392 98
Rate and amount of dividend paid.....	None.
Surplus after paying dividend (none paid).....	59,590 84
Surplus at beginning of year.....	76,983 82
Expended during year for new rolling stock.....	6,673 77
Expended during year for repairs to rolling stock.....	8,594 47
Rolling stock account at beginning of year.....	129,307 52
Rolling stock account at end of year.....	135,981 29
Expended for maintenance of way.....	6,138 41
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	All.
Balance of construction and equipment account at beginning of year.....	1,687,823 12
Balance of construction and equipment account at end of year...	1,700,361 43
Total number of passengers carried during year in this State and Conn.....	1,283,046
Number of open passenger cars.....	6
Number of vestibule passenger cars.....	17
Number of closed passenger cars.....	17
Total number passenger cars.....	23
Number of freight cars.....	32
Number of all other cars.....	
Number of passenger cars with power brakes.....	23
Number of passenger cars heated by electric heaters.....	17
Total length of road in miles.....	26.09
Miles of road in this State.....	24.11
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	25.205
Number of grade crossings of other railroads, street or steam, in this State.....	None.
Number of direct grade crossings of highways.....	37

Tons of new steel rails laid during the year.....	None.
Number of ties laid during the year.....	900
Number of passengers killed during the year in this State.....	None.
Number of passengers injured during the year in this State.....	None.
Number of persons killed while getting on or off cars.....	None.
Number of persons injured while getting on or off cars.....	None.
Number of persons walking on or crossing the track killed.....	None.
Number of persons walking on or crossing the track injured....	None.
Number of collisions of cars.....	None.
Number of collisions of cars and teams.....	3
Number of employees killed.....	None.
Number of employees injured.....	None.
Average number of persons employed in this State.....	69
Average rate of fare per mile.....	\$.018

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, D. F. Sherman, Vice-President, and Geo. W. Prentice, Treasurer, of the Providence and Danielson Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

D. F. SHERMAN,
Vice-President.
GEO. W. PRENTICE,
Treasurer.

Subscribed and sworn to before me, this 27th day of June, 1905.

FRANKLIN A. SMITH, JR.,
Notary Public.

The Providence and Danielson Railway Company extends from Market Square, Providence, to Danielson, Conn. The following is a list of stations with distances from Providence:

Stations.	Miles.
Providence (Market Square).....	0.0
City Line.....	3.4
Pocasset.....	5.7
Moswansicut Lake.....	9.2
North Scituate.....	10.1
Ashland.....	13.8
South Scituate.....	15.4
Richmond.....	15.6
Power House.....	17.1
Rockland.....	18.1
Clayville.....	19.0
Foster Centre.....	21.6
North Foster.....	25.4
State Line.....	27.5

In Connecticut:

Stations.	Miles.
East Killingly.....	29.4
Elmville.....	32.8
Danielson.....	34.9

RETURN OF COLUMBIAN STREET RAILWAY COMPANY.

Organized May 23, 1895.

OFFICERS.

Edgar K. Ray.....	President and Gen'l Manager.....	Woonsocket, R. I.
Joseph G. Ray.....	Asst. General Manager.....	" "
Walter Whittlesey.....	Treasurer.....	Chelsea, Mass.
E. H. Rathbun.....	Secretary.....	Woonsocket, R. I.
Herbert M. Young.....	Superintendent.....	" "

DIRECTORS.

Thomas Martin.....	Chelsea, Mass.
Walter Whittlesey.....	" "
Edgar K. Ray.....	Woonsocket, R. I.
E. H. Rathbun.....	" "

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$100,000 00
Capital stock actually paid in (preferred).....	None.
Funded debt.....	None.
Floating debt.....	50,757 22
Total gross debt, not including capital stock.....	50,757 22
Construction account.....	158,595 95
Equipment account.....	None.
All other assets.....	6,786 40
Total property and assets.....	165,382 35
Receipts, passenger department in this State.....	33,413 75
Receipts, freight department, in this State.....	None.
Receipts from all other sources in this State.....	377 64
Total receipts.....	33,791 39
Operating expenses in this State.....	27,329 27
Interest paid within the year.....	223 53
Taxes paid within the year in this State.....	712 50

Salaries and wages.....	None.
All other expenditures.....	759 50
Total expenditures.....	29,024 80
Gross earnings.....	33,791 39
Net earnings.....	4,766 59
Rate and amount of dividend paid.....	None.
Surplus after paying dividend.....	None.
Surplus at beginning of year.....	None.
Expended during year for new rolling stock.....	None.
Expended during year for repairs to rolling stock.....	None.
Rolling stock account at beginning of year.....	None.
Rolling stock account at end of year.....	None.
Expended for maintenance of way.....	277 69
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	277 69
Balance of construction account at beginning of year.....	154,326 02
Balance of construction account at end of year.....	158,595 95
Total number of passengers carried during year in this State....	668,661
Number of open passenger cars (cars leased from Woonsocket Street Railway Company).....	
Number of vestibule cars.....	
Number of closed passenger cars.....	
Total number passenger cars.....	
Number of freight cars.....	
Number of all other cars.....	
Number of passenger cars with power brakes.....	
Number of passenger cars heated by electric heaters.....	
Total length of road in miles.....	9.256
Miles of road in this State.....	9.256
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	9.456
Number of grade crossings of other railroads, street or steam, in this State.....	1
Number of direct grade crossings of highways.....	12
Tons of new steel rails laid during the year.....	None.
Number of ties laid during the year.....	None.
Number of passengers killed during the year in this State.....	None.
Number of passengers injured during the year in this State....	2
Number of persons killed while getting on or off cars.....	None.
Number of persons injured while getting on or off cars.....	2

APPENDIX.

105

Number of persons walking on or crossing the track killed.....	None.
Number of persons walking on or crossing the track injured....	1
Number of collisions of cars.....	None.
Number of collisions of cars and teams.....	1
Number of employees killed.....	None.
Number of employees injured.....	None.
Average number of persons employed in this State.....	10
Average rate of fare per mile.....	\$.01

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } SC.

I, the undersigned, Treasurer of the Columbian Street Railway Company, on oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief.

WALTER WHITTLESEY,
Treasurer.

Subscribed and sworn to before me, this 5th day of September, 1905.

GEORGE B. GUILD,
Notary Public.

RETURN OF THE RHODE ISLAND COMPANY.

Organized June 24, 1902.

Roads leased—Union Railroad Company; Pawtucket Street Railway Company; Rhode Island Suburban Railway Company.

OFFICERS.

Marsden J. Perry.....	President.....	Providence, R. I.
Randal Morgan.....	Vice-President.....	Philadelphia, Pa.
Walton Clark.....	Vice-President.....	" "
Albert T. Potter.....	Vice-President.....	Providence, R. I.
Lewis Lillie.....	Secretary and Treasurer.....	Philadelphia, Pa.
W. R. Elliott.....	Comptroller and Assistant Secretary....	Providence, R. I.
C. A. Babcock.....	Assistant Treasurer.....	" "
Robert I. Todd.....	General Manager.....	" "
A. E. Potter.....	Superintendent of Transportation.....	" "

DIRECTORS.

Marsden J. Perry.....	Providence, R. I.
Nelson W. Aldrich.....	" "
William G. Roelker.....	" "
J. Edward Studley.....	" "
Howard O. Sturges.....	" "
Thomas Dolan.....	Philadelphia, Pa.
Randal Morgan.....	" "
Walton Clark.....	" "
Lewis Lillie.....	" "
Walter F. Angell.....	Providence, R. I.
Samuel M. Nicholson.....	" "
Stephen O. Edwards.....	" "

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$5,031,000 00
— Capital stock actually paid in (preferred).....	

Funded debt.....	
Floating debt.....	510,757 47
Total gross debt, not including capital stock.....	510,757 47
Construction account, } For account of leased companies.....	3,700,890 19
Equipment account, }	
All other assets.....	1,600,182 05
Total property and assets.....	5,301,072 24
Receipts, passenger department, in this State.....	3,123,124 45
Receipts, freight department, in this State.....	79,555 00
Receipts from all other sources in this State.....	40,293 09
Total receipts.....	3,242,972 54
Operating expenses in this State.....	557,419 70
Interest paid within the year.....	
Taxes paid within the year in this State.....	205,832 34
Salaries and wages.....	1,303,567 05
All other expenditures.....	1,050,141 99
Total expenditures.....	3,116,961 08
Gross earnings.....	3,242,972 54
Net earnings.....	126,011 46
Rate and amount of dividend paid.....	
Surplus (no dividend paid).....	126,011 46
Surplus at beginning of year.....	220,921 22
Expended during year for new rolling stock.....	311,808 18
Expended during year for repairs to rolling stock.....	197,859 73
Rolling stock account at beginning of year.....	
Rolling stock account at end of year.....	
Expended for maintenance of way.....	115,699 95
How much of last amount charged to construction account....	
How much of same charged to expense account.....	All.
Balance of construction account at beginning of year.....	
Balance of construction account at end of year.....	
Total number of passengers carried during year in this State...	62,763,002
Number of open passenger cars.....	*
Number of vestibule passenger cars.....	*
Number of closed passenger cars.....	*
Total number passenger cars.....	*
Number of freight cars.....	*
Number of all other cars.....	*

*Included in returns of leased companies.

Number of passenger cars with power brakes.....	*
Number of passenger cars heated by electric heaters.....	*
Total length of road in miles.....	*
Miles of road in this State.....	*
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	*
Number of grade crossings of other railroads, street or steam, in this State.....	*
Number of direct grade crossings of highways.....	*
Tons of new steel rails laid during the year.....	
Number of ties laid during the year.....	
Number of passengers killed during the year in this State.....	
Number of passengers injured during the year in this State.....	93
Number of persons killed while getting on or off cars.....	1
Number of persons injured while getting on or off cars.....	46
Number of persons walking on or crossing the track killed.....	6
Number of persons walking on or crossing the track injured.....	39
Number of collisions of cars.....	9
Number of collisions of cars and teams.....	66
Number of employees killed.....	1
Number of employees injured.....	15
Average number of persons employed in this State.....	2,362
Rate of fare.....	5 cts.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, Marsden J. Perry, President, and C. A. Babcock, Assistant Treasurer of The Rhode Island Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

MARSDEN J. PERRY,

President.

C. A. BABCOCK,

Assistant Treasurer.

*Included in returns of leased companies.

Subscribed and sworn to before me, this 2d day of September, 1905.

HENRY V. A. JOSLIN,

Justice of the Peace.

The following is a list of stations on what is known as the Warwick Branch, owned and operated by the Rhode Island Company, with distances from Providence:

Stations.	Miles.
Providence.....	0.00
Park and Elmwood Avenues.....	3.80
Elmwood Avenue T O.....	4.30
Bellefont.....	5.21
Silver Hook.....	5.67
Lakewood.....	6.20
Spring Green.....	7.51
Hoxie.....	7.86
Cole.....	8.48
Conimicut.....	9.08
Shawomet Beach.....	9.69
River View.....	10.09
Longmeadow (Bayside).....	10.43
Grants.....	10.75
Rocky Point.....	11.03
Warwick.....	11.42
Oakland Beach.....	12.73
Buttonwoods.....	13.49

*RETURN OF WESTERLY AND HOPKINTON RAILWAY COMPANY.

Organized May 1, 1902.

OFFICERS.

Frank P. Sheldon.....	President.....	Providence, R. I.
William Hoxsey.....	Treasurer.....	Westerly, R. I.
Nathan B. Lewis.....	Secretary.....	West Kingston, R. I.

DIRECTORS.

Frank P. Sheldon.....	Providence, R. I.
William Hoxsey.....	Westerly, R. I.
Nathan B. Lewis.....	West Kingston, R. I.

Two vacancies on the Board of Directors.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$100,700 00
Capital stock actually paid in (preferred).....	
Funded debt.....	
Floating debt.....	
Total gross debt, not including capital stock.....	
Construction account.....	83,700 00
Equipment account.....	
All other assets.....	17,000 00
Total property and assets.....	100,700 00

STATE OF RHODE ISLAND, }
COUNTY OF WASHINGTON, } SC.

We, the undersigned, Frank P. Sheldon, President, and William Hoxsey, Treasurer, of the Westerly and Hopkinton Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction,

*Road not yet in operation.

from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

F. P. SHELDON,

President.

WILLIAM HOXSEY,

Treasurer.

By HARRY BOWERS,

Bookkeeper, for the Treasurer.

Subscribed and sworn to before me, this 16th day of September, 1905.

NATHAN B. LEWIS,

Notary Public.

RETURN OF NEWPORT AND PROVIDENCE RAILWAY COMPANY.

Organized December 12, 1902.

OFFICERS.

E. A. Brown.....	President.....	Newport, R. I.
Geo. E. Macomber.....	Treasurer.....	Augusta, Maine.
W. J. Jones.....	Superintendent.....	Newport, R. I.

DIRECTORS.

Edward A. Brown.....	Newport, R. I.
F. B. Coggeshall.....	" "
Melville Bull.....	" "
Sumner Wallace.....	Rochester, N. H.
John F. Hill.....	Augusta, Maine.
M. S. Bird.....	Rockland, Maine.
J. S. Maxey.....	Gardiner, Maine.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$300,000 00
Capital stock actually paid in (preferred).....	200,000 00
Funded debt.....	425,000 00
Floating debt.....	8,021 96
Total gross debt, not including capital stock	433,021 96
Construction account.....	916,024 95
Equipment account.....	
All other assets.....	1,836 75
Total property and assets.....	876,461 95
*Receipts, passenger department in this State, November 1, 1904, to July 1, 1905.....	24,238 00
Receipts, freight and express department, in this State	78 07
Receipts from all other sources in this State.....	824 96
Total receipts.....	25,141 03

*Road commenced operation Nov. 1, 1904.

Operating expenses in this State, November 1, 1904, to July 1, 1905.....	30,114 30
Interest paid within the year.....	
Taxes paid within the year in this State.....	186 99
Salaries and wages.....	
All other expenditures.....	
Total expenditures, November 1, 1904 to July 1, 1905.....	30,201 29
Gross earnings, November 1, 1904 to July 1, 1905.....	25,141 03
Net deficit.....	5,060 26
Rate and amount of dividend paid.....	None.
Surplus after paying dividend.....	
Surplus at beginning of year.....	
Expended during year for new rolling stock.....	
Expended during year for repairs to rolling stock.....	
Rolling stock account at beginning of year.....	
Rolling stock account at end of year.....	
Expended for maintenance of way.....	
How much of last amount charged to construction account.....	
How much of same charged to expense account.....	
Balance of construction account at beginning of year.....	
Balance of construction account at end of year.....	
Total number of passengers carried during year in this State...	484,760
Number of open passenger cars.....	6
Number of vestibule passenger cars.....	4
Number of closed passenger cars.....	4
Total number passenger cars.....	10
Number of freight cars.....	0
Number of all other cars.....	2
Number of passenger cars with power brakes.....	10
Number of passenger cars heated by electric heaters.....	4
Total length of road in miles.....	13.522
Miles of road in this State.....	13.522
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	13.983
Number of grade crossings of other railroads, street or steam, in this State.....	None.
Number of direct grade crossings of highways.....	8
Tons of new steel rails laid during the year.....	
Number of ties laid during the year.....	
Number of passengers killed during the year in this State.....	None.

Number of passengers injured during the year in this State....	None.
Number of persons killed while getting on or off cars.....	None.
Number of persons injured while getting on or off cars.....	None.
Number of persons walking on or crossing the track killed.....	None.
Number of persons walking on or crossing the track injured....	None.
Number of collisions of cars.....	None.
Number of collisions of cars and teams.....	None.
Number of employees killed.....	None.
Number of employees injured.....	None.
Average number of persons employed in this State.....	33
Average rate of fare per mile.....	1½ cts.

STATE OF RHODE ISLAND, }
COUNTY OF NEWPORT, } SC.

We, the undersigned, Edward A. Brown, President, and Geo. E. Macomber, Treasurer, of the Newport and Providence Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

EDWARD A. BROWN,

President.

GEO. E. MACOMBER,

Treasurer.

Subscribed and sworn to before me, this 31st day of August, 1905.

EUGENE C. CARLL,

Justice of the Peace.

Subscribed and sworn to before me, this 2d day of September, 1905, as to Edw. A. Brown, Pres.

HAROLD R. CHASE,

Notary Public.

RETURN OF THE WESTERN RHODE ISLAND RAILWAY COMPANY.

Organized May, 1903.

OFFICERS.

James S. Kenyon	President	Providence, R. I.
Geo. W. Prentice.....	Treasurer	" "
Wm. M. P. Bowen.....	Clerk	" "
Geo. W. Prentice.....	General Manager.....	" "

Returns for year ending June 30, 1905.

Capital stock actually paid in (common).....	\$8,086 80
Capital stock actually paid in (preferred).....	None.
Funded debt.....	3,000 00
Floating debt.....	
Total gross debt, not including capital stock.....	3,000 00
Construction account.....	8,086 80
Equipment account.....	None.
All other assets (real estate).....	3,000 00
Total property and assets.....	8,086 80
Receipts, passenger department, in this State.....	None.
Receipts, freight department, in this State.....	None.
Receipts from all other sources in this State.....	None.
Total receipts.....	None.
Operating expenses in this State.....	None.
Interest paid within the year.....	100 00
Taxes paid within the year in this State.....	18 25
Salaries and wages.....	
All other expenditures.....	8,086 80
Total expenditures.....	8,205 05
Gross earnings.....	
Net earnings.....	
Rate and amount of dividend paid.....	
Surplus after paying dividend.....	

Surplus at beginning of year.....	
Expended during year for new rolling stock.....	
Expended during year for repairs to rolling stock.....	
Rolling stock account at beginning of year.....	
Rolling stock account at end of year.....	
Expended for maintenance of way.....	
How much of last amount charged to construction account....	All.
How much of same charged to expense account.....	
Balance of construction account at beginning of year.....	
Balance of construction account at end of year.....	
Total number of passengers carried during year in this State...	
Number of open passenger cars.....	None.
Number of vestibule passenger cars.....	None.
Number of closed passenger cars.....	None.
Total number passenger cars.....	None.
Number of freight cars.....	None.
Number of all other cars.....	None.
Number of passenger cars with power brakes.....	None.
Number of passenger cars heated by electric heaters.....	None.
Total length of road in miles.....	None.
Miles of road in this State.....	None.
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	None.
Number of grade crossings of other railroads, street or steam, in this State.....	None.
Number of direct grade crossings of highways.....	None.
Tons of new steel rails laid during the year.....	None.
Number of ties laid during the year.....	None.
Number of passengers killed during the year in this State.....	None.
Number of passengers injured during the year in this State....	None.
Number of persons killed while getting on or off cars.....	None.
Number of persons injured while getting on or off cars.....	None.
Number of persons walking on or crossing the track killed.....	None.
Number of persons walking on or crossing the track injured....	None.
Number of collisions of cars.....	None.
Number of collisions of cars and teams.....	None.
Number of employees killed.....	None.
Number of employees injured.....	None.
Average number of persons employed in this State.....	None.
Average rate of fare per mile.....	

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, James S. Kenyon, President, and Geo. W. Prentice, Treasurer, of the Western Rhode Island Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

JAMES S. KENYON,

President.

GEO. W. PRENTICE,

Treasurer.

Subscribed and sworn to before me, this 9th day of August, 1905.

WILLIAM M. P. BOWEN,

Notary Public.

RETURN OF PAWTUXET VALLEY ELECTRIC STREET RAILWAY COMPANY.

Organized July 23, 1893. Sold to the Rhode Island Suburban Railway Com-
pany January 1, 1900.

RETURN OF SEA VIEW RAILROAD COMPANY.

Organized July 28, 1887.

OFFICERS.

Andrew Radel.....President, 17 Fairfield Ave.....Bridgeport, Conn.
A. L. Smith.....Treasurer, 17 Fairfield Ave....." "
W. C. Clarke.....Secretary.....Wakefield, R. I.
H. G. Davis.....General Manager.....Narragansett Pier, R. I.

DIRECTORS.

Andrew Radel, 17 Fairfield Ave.....Bridgeport, Conn.
A. L. Smith, 17 Fairfield Ave....." "
W. C. Clarke.....Wakefield, R. I.
Louis F. Bell....." "
T. F. I. McDonnell.....Wickford, R. I.
Howard Knapp.....Bridgeport, Conn.

Return for the year ending June 30, 1905.

Capital stock actually paid in (common).....	\$700,000 00
Capital stock actually paid in (preferred).....	
Funded debt.....	558,000 00
Floating debt.....	82,251 84
Total gross debt, not including capital stock.....	640,251 84
Construction account,)	
Equipment account,)	1,210,953 65
All other assets.....	213,553 81

APPENDIX.

119

Total property and assets.....	1,424,507 46
Receipts, passenger department in this State.....	49,968 20
Receipts, freight department in this State.....	8,787 39
Receipts from all other sources in this State.....	4,858 60
Total receipts.....	63,614 19
Operating expenses in this State.....	18,294 39
Interest paid within the year.....	
Taxes paid within the year in this State.....	1,523 22
Salaries and wages.....	14,320 06
All other expenditures.....	7,232 60
Total expenditures.....	41,370 27
Gross earnings.....	63,614 19
Net earnings.....	22,243 92
Rate and amount of dividend paid.....	
Surplus after paying dividend.....	
Surplus at beginning of year.....	
Expended during year for new rolling stock.....	19,995 64
Expended during year for repairs to rolling stock.....	1,949 44
Rolling stock account at beginning of year.....	42,650 65
Rolling stock account at end of year.....	62,646 29
Expended for maintenance of way.....	1,900 15
How much of last amount charged to construction account....	None.
How much of same charged to expense account.....	All.
Balance of construction account at beginning of year.....	155,690 99
Balance of construction account at end of year.....	205,759 78
Total number of passengers carried during year in this State...	979,011
Number of open passenger cars.....	32
Number of vestibule passenger cars.....	4
Number of closed passenger cars.....	4
Total number passenger cars.....	36
Number of freight cars.....	2
Number of all other cars.....	5
Number of passenger cars with power brakes.....	16
Number of passenger cars heated by electric heaters.....	4
Total length of road in miles.....	18.04
Miles of road in this State.....	18.04
Miles of track in this State reckoned as single track, including double tracks, switches, and turnouts.....	18.72
Number of grade crossings of other railroads, street or steam, in this State.....	2

Number of direct grade crossings of highways.....	21
Tons of new steel rails laid during the year.....	None.
Number of ties laid during the year.....	7,000
Number of passengers killed during the year in this State.....	None.
Number of passengers injured during the year in this State....	2
Number of persons killed while getting on or off cars.....	None.
Number of persons injured while getting on or off cars.....	2
Number of persons walking on or crossing the track killed.....	None.
Number of persons walking on or crossing the track injured....	None.
Number of collisions of cars.....	1
Number of collisions of cars and teams	None.
Number of employees killed.....	None.
Number of employees injured.....	None.
Average number of persons employed in this State.....	30 to 40.
Average rate of fare per mile.....	2 cts.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } SC.

We, the undersigned, Andrew Radel, President, and A. L. Smith, Treasurer, of the Sea View Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief.

ANDREW RADEL,
President.

A. L. SMITH,
Treasurer.

Subscribed and sworn to before me this 2d day of November, 1905.

THOMAS F. I. MACDONNELL,
Notary Public.

The Sea View Railroad Company runs from Narragansett Pier to East Greenwich, where it connects with the Rhode Island Suburban Railway for Providence. The following is a list of stations, with distances from Narragansett Pier:

APPENDIX.

121

Stations.	Miles.
Narragansett Pier.....	0
Saunderstown.....	6½
Hamilton.....	9½
Wickford.....	11½
East Greenwich.....	18

STREET RAILWAY COMPANIES.

TABLE No. 4.—Showing Names of Corporations, Capital Stock paid in, Funded Debt, Floating Debt, Total Indebtedness, Total Receipts, Expenditures, and Net Earnings for the year ending June 30, 1905.

NAME OF CORPORATION.	Capital Stock paid in.	Funded Debt.	Floating Debt.	Total Indebtedness.	Receipts.	Expenses.	Net Earnings.
*Union Railroad Co., Providence.....	\$9,000,000 00	\$25,000 00	.....	\$25,000 00	\$720,100 00	.....	\$720,100 00
*Pawtucket Street Railway Co.....	500,000 00	.....	.....	.....	30,100 00	.....	30,100 00
Woonsocket Street Railway Co.....	300,000 00	165,000 00	157,887 48	322,887 48	102,567 51	116,594 37	—14,026 86
*Providence Cable Tramway Co.....	300,000 00	.....	.....	.....	.....	.....	.....
§Westerly and Hopkinton Railway Co...	100,700 00	.....	.....	.....	.....	.....	.....
Pawcatuck Valley Street Railway Co....	75,000 00	100,000 00	26,371 26	126,371 26	25,042 27	26,525 64	—1,483 37
†Newport and Fall River Street Railway Co.....	900,000 00	749,500 00	1,625 20	751,125 20	1,000 00	1,000 00	.....
Old Colony Street Railway Co., in this State.....	.....	.....	.....	.....	261,014 97	185,225 96	75,789 01
Sea View Railroad Co.....	700,000 00	558,000 00	82,251 84	640,251 84	63,614 19	41,370 27	22,243 92
†Newport and Providence Railway Co....	500,000 00	425,000 00	8,021 96	433,021 96	25,141 03	30,201 29	—5,060 26
Rhode Island Suburban Railway Co.....	5,000,000 00	4,933,200 00	.....	4,933,200 00	100,100 00	31 80	100,068 20
Providence and Danielson Railway Co....	1,000,000 00	600,000 00	77,325 63	677,325 63	84,346 10	101,739 08	—17,392 98
The Rhode Island Co.....	5,031,000 00	.....	510,757 47	510,757 47	3,242,972 54	3,116,961 08	126,011 46
Columbian Street Railway Co.....	100,000 00	.....	50,757 22	50,757 22	33,791 39	29,024 80	4,766 59
§Western Rhode Island Railway Co.....	8,086 80	3,000 00	.....	3,000 00	.....	8,205 05	—8,205 05
Total.....	\$23,514,786 80	\$7,558,700 00	\$914,998 06	\$8,473,698 06	\$4,689,790 00	\$3,656,879 34	\$1,032,910 66

* Leased to the Rhode Island Co. †Leased to and operated by the Old Colony Street Railway Co. ‡ Road commenced operation June 14, 1904. — Deficit. § Road not in operation.

STREET RAILWAY COMPANIES.

TABLE NO. 5.—*Comparison of Receipts, Expenses, and Net Earnings of the Street Railway Companies, for the year ending June 30, 1905, with Returns of Previous Years.*

NAME OF CORPORATION.	1904.			1905.		
	Total Receipts.	Total Expenses.	Net Earnings.	Total Receipts.	Total Expenses.	Net Earnings.
*Union Railroad Co., Providence.....	\$720,100 00	.....	\$720,100 00	\$720,100 00	.....	\$720,100 00
*Pawtucket Street Railway Co.....	30,100 00	.....	30,100 00	30,100 00	.....	30,100 00
Woonsocket Street Railway Co.....	102,619 02	104,713 49	-2,094 47	102,567 51	116,594 37	-14,026 86
†Westerly and Hopkinton Railway Co.....	.....	.....	.....	.....	.....	.....
†Interstate Consolidated Street Railway Co., in R. I.....	.....	.....	.....	.....	.....	.....
Pawcatuck Valley Street Railway Co.....	20,676 54	17,302 94	3,373 60	25,042 27	26,525 64	-1,483 37
||Newport and Fall River Street Railway Co.....	1,000 00	1,000 00	.....	1,000 00	1,000 00	.....
Old Colony Street Railway, in this State.....	260,604 70	173,483 44	77,021 26	261,014 97	185,225 96	75,789 01
Sea View Railroad Co.....	56,051 68	31,934 24	24,117 44	63,614 19	41,370 27	22,243 92
§Newport and Providence Railway Co.....	2,731 10	1,697 80	1,033 30	25,141 03	30,201 29	-5,060 26
*Rhode Island Suburban Railway Co.....	359,699 54	537,762 24	-178,062 70	100,100 00	31 80	100,068 20
Providence and Danielson Railway Co.....	80,809 10	96,223 56	-15,414 46	84,346 10	101,739 08	-17,392 98
Columbian Street Railway Co.....	32,474 62	27,031 54	4,843 08	33,791 39	29,024 80	4,766 59
The Rhode Island Co.....	2,754,655 39	2,585,362 33	169,293 06	3,242,972 54	3,116,961 08	126,011 46
†Western Rhode Island Railway Co.....	.....	4,674 62	-4,674 62	.....	8,205 05	-8,205 05
Total.....	\$4,411,421 69	\$3,581,786 20	\$829,635 49	\$4,689,790 00	\$3,656,879 34	\$1,032,910 66

* Leased to Rhode Island Co.

† Road not completed.

|| Leased to and operated by Old Colony Street Railway Co.

- Deficit.

† Sold to R. I. Suburban R. R. Co., Feb. 8, 1901.

‡ Commenced operation June 14, 1904.

Recorded July 13, 1903.

STREET RAILWAY COMPANIES.

TABLE No. 6.—Showing Date of Organization, Miles Road, Number of Motor and Other Cars, with total Number of Passengers carried for the year ending June 30, 1905, and increase or decrease over previous year.

NAME OF CORPORATION.	Date of Organization.	Miles Road in R. I.	Miles Single Track in R. I.	Open Cars.	Vesti- bule Cars.	Closed Cars.	Total Pas- senger Cars.	Other Cars.	Freight Cars.	Number of Passengers Carried.	Increase over last year.
*Union Railroad Co., Providence.....	Feb. 2, 1865	137.57	151.62	262	105	155	522	22	10	.....	.....
*Pawtucket Street Railway Co.....	July 18, 1885	29.62	31.66	6	20	9	35	.....	.....	.....	.....
Woonsocket Street Railway Co.....	June 4, 1886	18.766	19.626	19	15	.....	34	.....	1	2,496,673	-26,873
*Providence Cable Tramway Co.....	July 24, 1884	2.92	3.29	.....	.....	.....	.....	.....	.....	.....	.....
†Westerly and Hopkinton Railway Co.....	May 1, 1902	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pawcatuck Valley Street Railway Co.....	May 25, 1893	6.15	6.23	6	.....	2	8	1	1	413,733	19,379
†Newport and Fall River Street Railway Co. Jan. 1898	.....	18.492	20.179	40	11	4	55	5	3	.....	.....
Old Colony Street Railway Co., in this State. Dec. 28, 1890	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,424,343	555,930
Sea View Railroad Co.....	July 28, 1887	18.04	18.72	32	4	.....	36	5	2	979,011	32,655
Newport and Providence Railway Co.....	Dec. 12, 1902	13.522	13.983	6	4	.....	10	2	.....	484,760	436,433
Rhode Island Suburban Railway Co.....	June 2, 1899	68.14	76.40	97	63	8	168	31	16	†	-6,494,803
Providence and Danielson Railway Co.....	July 7, 1893	24.11	25.205	6	17	.....	23	.....	32	1,283,046	26,177
||Columbian Street Railway Co.....	May 23, 1895	9.256	9.456	.....	.....	.....	.....	.....	.....	668,661	26,332
The Rhode Island Co.....	June 24, 1902	.....	.....	.....	.....	.....	.....	.....	.....	62,763,002	8,278,248
†Western Rhode Island Railway Co.....	May 7, 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	346.586	376.169	474	239	178	891	66	65	72,513,229	2,855,478

* Leased to the Rhode Island Co.

† Road not completed.

|| Rolling stock furnished by Woonsocket Street Railway Co.

† Leased to and operated by Old Colony Street Railroad Co.

— Decrease. ¶ Included in Rhode Island Co.

NEW LEGISLATION FOR THE YEAR 1905.

CHAPTER 1217.

AN ACT IN AMENDMENT OF AND IN ADDITION TO CHAPTER 279 OF THE GENERAL LAWS, "OF OFFENCES AGAINST PRIVATE PROPERTY."

[Passed March 21, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. Every person who shall willfully and maliciously take or remove the waste or packing from out of any journal box or boxes of any locomotive, engine, tender, carriage, coach, car, caboose, or truck used or operated upon any railroad, whether the same be operated by steam or electricity, shall upon conviction thereof be imprisoned not more than three years or be fined not exceeding five hundred dollars.

SEC. 2. This act shall take effect from and after its passage.

CHAPTER 1299.

AN ACT PROVIDING FOR THE NOTICE OF THE PENDENCY OF PETITION OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY FOR THE PASSAGE OF AN ACT IN AMENDMENT OF AND IN ADDITION TO THE ACT INCORPORATING SAID COMPANY, AND ANY ACT IN AMENDMENT THEREOF.

[Passed March 17, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. Notice of the pendency of the petition of the New York, New Haven and Hartford Railroad Company for the passage of an act entitled "An act in amendment of and in addition to an act entitled 'An act to incorporate the

New York, New Haven and Hartford Railroad Company,' passed by the general assembly at its January session, A. D. 1893, and any act in amendment thereof," shall be given by the petitioner therefor in eight or more successive issues of some newspaper published in the city of Providence; and such notice shall contain a statement that such act authorizes said corporation to acquire the property, rights, contracts, powers, privileges, and franchises owned, used, operated, exercised, or enjoyed by any railroad company operated wholly or in part by steam power, whose property, by virtue of a lease thereof, may be held by said petitioner.

SEC. 2. The provisions of Chapter 21 of the General Laws, and of all other acts and parts of acts which may be inconsistent with this act, shall not apply to or govern this act or said act for notice of the pendency of which this act provides.

SEC. 3. This act shall take effect from and after its passage.

CHAPTER 1300.

AN ACT PROVIDING FOR NOTICE OF THE PENDENCY OF THE PETITION OF THE WESTERN RHODE ISLAND RAILWAY COMPANY FOR THE PASSAGE OF "AN ACT IN AMENDMENT OF AND IN ADDITION TO 'AN ACT TO INCORPORATE THE WESTERN RHODE ISLAND RAILWAY COMPANY,' PASSED AT THE JANUARY SESSION, A. D. 1903."

[Passed March 28, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. Notice of the pendency of the petition of the Western Rhode Island Railway Company for the passage of an act entitled "An act in amendment of and in addition to 'An act to incorporate the Western Rhode Island Railway Company,' passed at the January session, A. D. 1903," shall be given by the petitioners therefor in five or more successive issues of some newspaper published in the city of Providence, and in one or more issues of some newspaper published in the county of Kent, after presentation of said act; and such notice shall contain a general statement of the purposes of said proposed act.

SEC. 2. Chapter 21 of the General Laws and all other acts and parts of acts inconsistent herewith, in so far as the same apply to this act or to said act for notice of the pendency of which this act provides, are hereby repealed.

SEC. 3. This act shall take effect from and after its passage.

CHAPTER 1301.

AN ACT PROVIDING FOR THE NOTICE OF THE PENDENCY OF THE PETITION OF JEREMIAH P. ROBINSON AND OTHERS FOR THE PASSAGE OF "AN ACT TO INCORPORATE THE POINT JUDITH RAILROAD COMPANY."

[Passed March 30, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. Notice of the pendency of the petition of Jeremiah P. Robinson and others for the passage of an act entitled "An act to incorporate the Point Judith Railroad Company" shall be given by the petitioners therefor in eight or more successive issues of some newspaper published in the city of Providence, and such notice shall contain a statement that said act authorizes said company to locate, construct, and equip a railroad in the town of Narragansett, and to operate the same by steam or any other motive power.

SEC. 2. This act shall take effect from and after its passage.

CHAPTER 1302.

AN ACT PROVIDING FOR NOTICE OF THE PENDENCY OF THE PETITION OF THE WESTERLY AND HOPKINTON RAILWAY COMPANY FOR THE PASSAGE OF AN ACT ENTITLED "AN ACT AUTHORIZING THE WESTERLY AND HOPKINTON RAILWAY COMPANY TO CONSTRUCT AND OPERATE A RAILWAY LINE FROM WATCH HILL TO NARRAGANSETT PIER AND FOR OTHER PURPOSES, BEING IN AMENDMENT OF AND IN ADDITION TO 'AN ACT TO INCORPORATE THE WESTERLY AND HOPKINTON RAILWAY COMPANY,' PASSED AT THE JANUARY SESSION, A. D. 1902, AND OF THE SEVERAL ACTS IN AMENDMENT THEREOF AND IN ADDITION THERETO."

[Passed March 31, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. Notice of the pendency of the petition of the Westerly and Hopkinton Railway Company for the passage of an act entitled "An act authorizing the Westerly and Hopkinton Railway Company to construct and operate a rail-

way line from Watch Hill to Narragansett Pier and for other purposes, being in amendment of and in addition to 'An act to incorporate the Westerly and Hopkinton Railway Company,' passed at the January session, A. D. 1902, and of the several acts in amendment thereof and in addition thereto," shall be given by the petitioners therefor in three or more successive issues of some newspaper published in the city of Providence, and in one or more issues of some newspaper published in the county of Washington, after the presentation of said act, and such notice shall contain a statement that said act authorizes said corporation to exercise the right of eminent domain and to acquire franchises in the streets and highways in the towns of Hopkinton, Richmond, Westerly, Charlestown, South Kingstown, and Narragansett.

SEC. 2. Section 2 of Chapter 21 of the General Laws and all other acts and parts of acts inconsistent herewith, in so far as the same apply to this act or to said act entitled "An act to incorporate the Westerly and Hopkinton Railway Company," passed at the January session, A. D. 1902, are hereby repealed.

SEC. 3. This act shall take effect immediately.

AN ACT TO INCORPORATE THE POINT JUDITH RAILROAD COMPANY.

[Passed April 18 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. Jeremiah P. Robinson, Isaac R. Robinson, Henry B. Kane, Charles J. Tucker, and Frank D. Sturges, their associates, successors, and assigns, are hereby created a body corporate by the name of The Point Judith Railroad Company; and by that name may have and use a common seal, and the same break, change, and alter in their discretion, and shall have all the powers, privileges, and immunities necessary to carry out the full intent and purpose of this act, viz.: for locating, constructing, and equipping a railroad commencing at some point at or near the present railroad station belonging to the Narragansett Pier Railroad Company in the village of Narragansett Pier in the town of Narragansett, and thence extending southerly to, at, or near the extremity of Point Judith, so called, in said Narragansett, and operating the same by steam or any other motive power; and for this purpose they may lay out the said road not exceeding six rods wide; and for cutting or raising embankments, obtaining stone and gravel, or erecting a wharf or wharves, bridges, buildings, turnouts, branches, sidings, depots, stations, freight yards and houses, engine houses or other buildings, may take as much more land as may be necessary for any of said purposes, with power to erect, operate, and maintain

stations for generating electricity for operating said railway, and also for furnishing light and heat for the cars, stations, and other premises and property of said company, subject, however, to all the duties and liabilities set forth in Chapters 177 and 187 of the General Laws and in all acts in amendment thereof or in addition thereto, so far as said statutes are applicable.

SEC. 2. The capital stock of said corporation shall be one hundred thousand dollars, divided into shares of the par value of one hundred dollars each. Said corporation may from time to time issue its bonds, and secure the same by a mortgage or mortgages of its property, rights, and franchises, in such sums and to such amounts as it may deem necessary, not exceeding, however, the amount of the capital stock authorized by this act, for the purpose of constructing, improving, and equipping its property, and to pay and discharge any indebtedness existing against it. The management of all its affairs shall be vested in a board of at least five directors, chosen by the stockholders. The directors shall hold office for one year and until others are elected and qualified to take their places, and a majority of them shall form a quorum to do business, and may fill vacancies occurring in their number. The directors shall elect one of their number president of their board, who shall also be the president of the company, and they may choose a clerk and treasurer, who shall be sworn to the faithful discharge of their duties, and such other officers and agents as they may deem necessary. The treasurer shall give bond to the corporation, with surety or sureties to the satisfaction of the directors, in a sum to be fixed by them, for the faithful discharge of his trust.

SEC. 3. Said corporation may make all by-laws necessary for the management of its affairs, and the regulation and control of its officers and agents, and to carry out the provisions of this act, and may alter the same from time to time.

SEC. 4. Said corporation may lease or purchase and hold all such land and materials for the use of said road, wharves, terminals, and such other purposes as may be necessary to carry out the purposes of this act, and, if necessary, may dispose of and convey the same.

SEC. 5. Said board of directors may from time to time make assessments upon the shares of the corporation for the purpose of effecting the purpose of this incorporation, and order the same to be paid to the treasurer; and may order the treasurer to give notice thereof, and prescribe the mode of notice and length of time thereof, and if any stockholder shall for thirty days after the time fixed for the payment neglect to pay his assessment, the directors may order the share or shares of such stockholder to be sold at public auction, giving not less than thirty days' notice of such sale in some newspaper printed and published in the city of Providence, to the highest bidder, and shall transfer the same to the purchaser, paying to the delinquent stockholder the surplus, if any, over the assess-

ment, interest, and expenses: *Provided, however,* that all such assessments shall be equal, and shall not exceed in the whole the rate of one hundred dollars per share.

SEC. 6. Said corporation may establish rates of fares and freight, and charge for service, and change the same from time to time.

SEC. 7. Said corporation shall have the power to construct, maintain, and extend to deep and navigable water, from land owned, leased, or possessed by it in the town of Narragansett, such piers, wharves, docks, and warehouses as it shall deem necessary for the purposes of steamboat and other landings and to create facilities for handling and storing freight and general merchandise, and to buy, charter, build, own, and operate steamboats or ferryboats to run in connection with said railroad, and to establish and collect toll, fare, freight, or ferriage for the transportation of persons and property.

SEC. 8. The annual meeting of said corporation shall be held at such time and place as the corporation shall by by-law direct, and until the first annual meeting Jeremiah P. Robinson, Isaac R. Robinson, Henry B. Kane, Charles J. Tucker, and Frank D. Sturges are constituted directors of said corporation, with power to fill vacancies in their number. The directors shall be chosen by ballot, each proprietor of one vote being a member, and each proprietor having as many votes as he may own shares. A majority of the directors herein named may notify the first annual meeting by giving notice of the time and place thereof at least thirty days previous in some newspaper printed and published in the city of Providence.

SEC. 9. When said corporation shall have located said road they shall make report thereof to the common pleas division of the supreme court next to be holden in and for the county of Washington, wherein they shall particularly describe the bearings of the route so located and the names of the owners of the land through or over which the same may pass, so far as they can be ascertained: and said court shall thereupon give notice thereof to said owners and to all other persons interested, by advertising, or personally, or both, in their discretion, and at the expense of the corporation; and the court shall appoint three disinterested persons from said county (vacancies, if any happen, to be filled by the court) commissioners to estimate all damages which any person owning or interested in said lands or materials taken may sustain, provided said road or any appurtenances thereof be constructed thereon or such materials be taken, and may include therein all damages, if any, caused by surveys for said road. Said commissioners, before acting as such, shall be sworn to a faithful discharge of their duty, and shall give notice under orders of said court to all persons interested to file their claims for damages with one of said commissioners, or the clerk of said court, within thirty days from the date of their notice; and at the end of said time said commissioners

or a majority of them (having previously given notice of the time and place of their meeting in some newspaper printed in the city of Providence for three successive insertions) shall meet upon the land so located and report and proceed to examine the same and hear the parties, their counsel and evidence, and estimate the damages aforesaid. And all the expenses and costs of said commissioners, and of the court and its officers, and of advertising and giving notices herein required, and all other expenses which may become necessary to carry out the object of this act, shall be borne by said corporation. And the commissioners, or a majority of them, shall make report of their doings to said court; and said court shall order said report or the substance thereof to be printed in some newspaper published in said city of Providence three weeks successively. Said corporation or any person dissatisfied may apply to said court, at its term next after the expiration of said notice, for a jury to examine the amount of damages as aforesaid to be paid by said corporation, and a trial shall be had thereon under the direction of said court; and if the party applying for such jury fail to obtain an alteration of the estimate or assessment in favor of such party applying, such party shall pay all costs accruing after the entry of such application, and the court shall render judgment and issue an execution or executions to carry out such judgment; and if within sixty days after said corporation shall have entered upon the land of any person, and begun to construct their road, and no application is made for injury, they shall not pay the damages as assessed as aforesaid, such person may have an action of debt against said corporation to recover the same. And the report of said commissioners if not appealed from, or the verdict of the jury and judgment thereon, shall forever be a bar to any further action against said corporation for any injury for which said damages were awarded.

SEC. 10. Said commissioners shall be allowed a reasonable compensation for their services. They shall, at the request of any one whose land or materials are to be taken by said corporation, require said corporation to give security to the satisfaction of the said commissioners to such person for the payment of all damages which may be awarded by them or by a jury, and for costs and expenses, and thereupon said corporation shall not enter such persons' land for any other purpose than surveying until such security is given.

SEC. 11. When the land or property of any infant or person *non compos mentis* shall be necessary for the construction of said road, the guardian of such person may release all damages done as aforesaid, under the advice and direction of the court of probate of the town or district in which the land lies.

SEC. 12. If the construction of the road is in any case commenced or completed or materials are taken before the assessment of damages as aforesaid, like proceedings shall be had, and with the same effect, as if such damages had been assessed before the taking of said land and materials.

SEC. 13. Said corporation may alter and vary the location of their road, or make a new location, in whole or in part, in which case like proceedings shall be had as are hereinbefore directed, but the time herein allowed for completing the road shall not be extended thereby.

SEC. 14. In case of any new location said corporation shall report what portion of the former location is abandoned, and if the land or material of any person included in the former location have not been taken or used, all proceedings for estimating such damage shall cease, but the company shall pay to such person his costs and reasonable expenses incurred in the prosecution of his claim up to that time, to be taxed and allowed by the court. And if such land or material have been taken or used, in whole or in part, said company may give such abandonment in evidence in diminution of damages, said company in such case paying all costs and expenses of estimate and litigation. And if such damages have been fully assessed, said company shall be entitled to a revision of the same, by petition to the commissioners, and to give the abandonment in evidence as aforesaid, with right of appeal as aforesaid; but in such case said company shall in any event pay all costs of estimate and litigation.

SEC. 15. If the stock be not subscribed, the company organized, and said location filed in the clerk's office of the common pleas division of the supreme court for Washington county on or before the first day of January, A. D. 1907, or if said corporation shall fail to complete said road by the first day of January, A. D. 1910, in either case this act shall be void and of no effect.

SEC. 16. Said corporation may contract with any other corporation to perform all the transportation of persons and freight over the road and steamboats and ferryboats authorized by this act, or may lease the said road and steamboats and ferryboats, franchise and property, to any other corporation, upon such terms and conditions and for such period as the parties may agree. But in either case the Point Judith Railroad Company shall be liable for all damages done or injuries sustained on this road or in the use thereof, in the same manner and to the same extent that they would be liable if they performed such transportation themselves.

SEC. 17. Said corporation shall have an office or place of business in the town of Narragansett.

SEC. 18. This act shall take effect from and after its passage.

AN ACT TO INCORPORATE THE WORCESTER AND PROVIDENCE
STREET RAILWAY COMPANY.

[Pasted April 11, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. Horace A. Kimball, Fred L. Sayles, William H. Pendergast, Fayette E. Bartlett, Fred C. Hinds, Waldo R. Bartlett, John McLaughlin, John P. Meade, Delmont Smith, and James McLaughlin, their associates, successors, and assigns, are hereby made a body corporate under the name of the Worcester and Providence Street Railway Company, with all the powers and privileges and subject to the duties and liabilities applicable to such corporations set forth in Chapters 177 and 187 of the General Laws and all acts in amendment thereof or in addition thereto, with power, subject to all the provisions hereinafter contained, to locate, construct, maintain, operate, and use a railway or railways for the transportation of passengers and freight, with convenient single or double tracks, switches, turnouts, and branches for cars or carriages, and with suitable and convenient poles, wires, conduits, and other machinery, appliances, and appurtenances, in the public highways and elsewhere in the towns of North Providence, Smithfield, North Smithfield, and Burrillville, to be operated by electric or any power other than steam between such points in such highways as shall be fixed by the town council of said towns, respectively, with the assent of said corporation in writing, expressed and filed with said councils, and upon and over such streets and highways of said towns as shall from time to time be fixed and determined by the said councils, with the written assent of said corporation filed as aforesaid, and also over and on such other lands in said towns, with the consent of the owner or owners thereof, as said corporation may elect to build its road, and over such other lands in said towns as said corporation may acquire by condemnation, as hereinafter provided. And all tracks of said railway in the highways shall be laid at such distance from the sidewalks in said several towns as the councils of said towns, respectively, and their orders fixing the route of said railway, may determine, with power also to erect and maintain stations for generating or furnishing electricity or other power for operating said railway or railways, and also for furnishing light and heat for the cars, stations, and other premises and property of said corporation: *Provided, however,* that said corporation shall not lay out, construct, use, or continue said railway or railways over or through the highways in said towns unless with the consent of the town councils of said towns, respectively, and upon compliance with such reasonable rules and regulations as said town councils may impose. *Provided,* that said railway or railways shall not cross any steam railroad at grade.

SEC. 2. The capital stock of said corporation shall not exceed one million dollars, to be divided into shares of one hundred dollars each, and the amount of such stock shall be fixed from time to time by vote of said corporation.

SEC. 3. Said corporation may issue its bonds and other obligations in such amounts as it may see fit, from time to time, and may secure the same by pledge, pledges, mortgage, or mortgages of its franchises and property or any part thereof: *Provided, however,* that such bonds and obligations at any time outstanding and so secured shall not exceed in the aggregate one million dollars; such bonds, obligations, pledges, and mortgages to be upon such terms and conditions and executed in such form and manner as the said corporation and its directors may by vote prescribe. But every mortgage or other conveyance of the property or franchises of said corporation shall be subject to all the provisions of any contract made under the authority conferred by section 32 of this act.

SEC. 4. The government of said corporation shall be vested in a board of directors, consisting of not less than five persons, who shall be stockholders and who shall be chosen in such manner and at such times and places as said corporation shall by its by-laws prescribe.

SEC. 5. Said corporation may acquire by condemnation, from time to time, such lands and such interests and estates in lands in said towns of North Providence, Smithfield, North Smithfield, and Burrillville as said corporation may from time to time take, in manner hereinafter provided, for its corporate purposes, and may locate, construct, maintain, use, and operate its railway or railways and all suitable and convenient buildings and machinery, poles, wires, and conduits and other apparatus and appliances of such railway or railways upon and over the lands so acquired.

SEC. 6. Whenever said corporation shall take any lands or any interest or estate therein, under the provisions of this act, it shall file in the common pleas division of the supreme court in the county in which such lands are located a certificate containing a general description of such lands and a list of the owners thereof and the persons interested therein, so far as the same may be known to said corporation. Said certificate shall be accompanied by a plat showing the location of such lands, and shall contain a notice that said corporation will give such security as the court may require for the payment of all such costs and damages as may be finally awarded to any person interested in the lands taken in the proceedings commenced by the filing of such certificate.

SEC. 7. Upon the filing of such certificate and plat, the court shall enter an order fixing the time when and the place where all persons interested in the land in said certificate described may appear before said court and be heard with reference to the necessity of the taking of such land and the appointment of commissioners to appraise the damages sustained by them by such taking and the

security to be given by said corporation for damages and costs. And the clerk of said court shall thereupon issue a notice, directed to the persons named in said certificate and to all other persons interested in said land, containing the substance of said certificate and said order, which notice shall be served by publication for such time and in such newspapers or newspaper as the court may prescribe, and in such other manner as the court may direct.

SEC. 8. At the time and place mentioned in said notice, or at any adjournment therefrom ordered by the court, the court, after hearing the parties interested who may appear and desire to be heard, shall first determine whether the lands in said certificate described are necessary to said corporation for its corporate purposes; and if it shall determine that said lands are necessary to said corporation, said court shall proceed to fix the security to be given by said corporation for damages and costs, and appoint three suitable persons as commissioners to appraise the damages sustained by the persons interested in the lands described in said certificate by reason of the taking of said lands or of any interest or estate therein. Any vacancies in said commission which may occur from time to time shall be filled by the court upon application of any party interested in said proceedings, and upon such notice as the court may direct.

SEC. 9. Said commissioners, before they proceed to execute their duties, shall be sworn to the faithful and impartial discharge thereof, and shall give reasonable notice, by publication or otherwise, in such manner as the court may direct, to all persons interested to file their claim, if any they have, which have not been released to said corporation, with the clerk of said court within thirty days from the date of said notice. At the end of the time allowed for the filing of such claims, the commissioners, or a majority of them, shall fix a time and place for hearing all persons interested as to the damages by them sustained, and shall give notice of such hearing by publication in such newspaper or newspapers as the court may direct, once a week for at least three weeks prior to the date of such meeting, and shall give such further notice, if any, as the court may direct. At the time and place fixed for said hearing, or at any adjournment therefrom, the commissioners, or a majority of them, shall proceed to hear the parties interested, with their allegations and proofs, and shall examine the premises and shall estimate all such damage as they think any person interested has sustained by the taking of said lands or any interest or estate therein; and the commissioners, or a majority of them, shall make return of their doings and of the damages assessed by them as soon as may be, to the court from which they received their appointment, with their fees marked thereon, which fees, being first allowed by the court, shall be forthwith paid by said corporation.

SEC. 10. Upon the receipt of the report of said commissioners, the clerk of the court shall open the same and shall give public notice, by advertisement for

such time and in such newspaper or newspapers as the court may prescribe, that such report has been received and opened and that the same may be examined by any party interested therein, and either said corporation or any other party aggrieved by any award of damages made by said commissioners may claim a jury trial upon any item of damages thereby awarded, and may file a claim for such trial with the clerk of such court, at any time within three months from the opening of such report, and such claim shall stand for trial by jury, upon proper issues based upon such claim, as other civil cases upon the docket of such court, and shall be tried therein in every respect as other civil cases are therein tried, including the right to except to ruling and to apply for new trial for cause. But if the party claiming such jury trial shall not therein obtain an award more favorable to such party than that given by the commissioners, such party shall pay costs to the adverse party, unless otherwise ordered by the court; and if any party claiming such jury trial shall obtain therein an award more favorable than that given by the commissioners, such party shall recover his or its costs from the adverse party, unless otherwise ordered by the court.

SEC. 11. The report of the commissioners shall be confirmed by the court after being so corrected as to conform to the findings of the jury in cases where a jury trial is claimed, and upon such confirmation, execution or executions for the damages fixed by said report, as confirmed, shall issue against said corporation, as upon a judgment in due course of law.

SEC. 12. Whenever the court shall have determined that any lands are necessary to said corporation for its corporate purposes as provided in section 8, said corporation may immediately enter upon, take possession, and use such lands for its corporate purposes: *Provided, however,* that no such entry or use shall be made or possession be taken, except for the purpose of making surveys, until said corporation shall have given security as fixed by the court, as hereinbefore provided.

SEC. 13. Said corporation may abandon any lands or any interest or estate therein, taken under the provisions of this act, by filing a notice of such abandonment in the office of the clerk of the court in which the proceedings hereinbefore provided for are pending, at any time before the confirmation of the report of the commissioners appointed to assess damages, and if said corporation shall not have entered upon, taken possession, or used the land so abandoned, or any interest or estate therein, prior to the filing of such notice of abandonment, all proceedings for the assessment of damages for the taking of the land or any interest or estate therein so abandoned shall cease, and said corporation shall pay to any person interested in the property so abandoned all his costs and expenses, if any, incurred in prosecuting for damages for the taking of such lands or estate or interests therein up to the time of such abandonment, which costs shall be

taxed by the clerk. If said corporation shall have entered upon, taken possession of, or used the lands or any interests or estates therein so abandoned prior to such abandonment, and the assessment of damages for the same is then pending before the commissioners or a jury, then upon such abandonment said corporation shall have the right to give such abandonment in evidence in diminution of damages, paying costs if the question of damages is pending upon the claim of jury trial, notwithstanding a diminution of damages in consequence of such abandonment given in evidence; or if the commissioners or a jury have finally assessed the damages, said corporation shall have the right to a revision of the assessment and to a reassessment, by petition to the commissioners, in order that the diminution of damages in consequence of such abandonment may be considered, with the right of any party interested to claim a jury trial, as in case of the original assessment.

SEC. 14. When the lands or any interest or estates therein in which any infant or other person not capable in law to act in his own behalf are interested are taken by said corporation under the provisions of this act, the court before which the proceedings for such taking are pending may appoint a guardian *ad litem* for such infant or other person, and such guardian may appear and be heard in behalf of such infant or other person at any stage of the proceedings. And such guardian may also, with the advice and consent of the court appointing him, release to said corporation all claims for damages for the lands of such infant or other person or for any interests or estates therein so taken, and if there shall be any dispute as to the title of any lands or interests or estates therein taken under the provisions of this act, or as to the persons entitled to receive the damages awarded for such taking, or if the person entitled to receive such damages is uncertain or unknown, said corporation may pay such damages into the registry of the court before which such proceedings are pending with the same effect as to the title of said corporation to such lands or interests or estates therein as though such damages had been paid to the person or persons entitled to receive the same.

SEC. 15. Any court in which any proceedings under this act shall be pending may from time to time order such other and further notices to be given in addition to those hereinbefore prescribed, and may make such other orders not inconsistent with the provisions of this act or with the general laws of the state, as may be required in the opinion of such court to protect the rights and interests of the parties interested in such proceedings, and any proceedings taken under this act may be amended or corrected at any stage, upon such terms and notice, if any, as the court may prescribe.

SEC. 16. Nothing in this act shall authorize said corporation to condemn any portion of the location of any other railroad or street railway company except for the purposes of crossing the same either above or below grade and of main-

taining suitable and convenient abutments or other supports for the structures erected or constructed for such crossings, nor to exercise any of the rights, privileges, or franchises conferred upon said corporation by this act in any town in which any other street railway company has now acquired exclusive rights or franchises by virtue of any ordinance or contract authorized by Chapter 975 of the Public Laws, passed at the May session, A. D. 1891, or Chapter 77 of the General Laws, or by virtue of any special act, without the consent in writing of the corporation now holding such exclusive rights or franchises; and no such consent shall affect the exclusive rights of any company so consenting except as to the streets and highways or parts of streets and highways to which such consent specifically applies, nor the rights, privileges, or franchises secured to the consenting company under the contract now existing between the state and such consenting company by virtue of its acceptance of the provisions of Chapter 580 of the Public Laws or any act in amendment thereof or in addition thereto. Nor shall anything in this act authorize the condemnation of any land lying within the limits of any public park or square or other public place, or any land lying within the limits of any public highway, except for the purpose of crossing such highway and subject to the public use thereof for highway purposes.

SEC. 17. The costs of all proceedings for such condemnations shall be taxed by the clerk of the court in which such proceedings are pending, and shall be paid by such corporation except as otherwise hereinbefore provided.

SEC. 18. Notice to abutters on the highways in which it is proposed to lay tracks of said corporation shall be given by publication in one or more newspapers published in the county of Providence, fourteen days at least before the location of any such tracks, and also by posting in three public places in each town in which such location is proposed, notices of said proposed location fourteen days at least before the same shall be made.

SEC. 19. The said railway or railways shall be constructed and maintained upon such grade as the councils of the said towns, respectively, may prescribe; and whenever in the judgment of said corporation, it shall be necessary to alter the grade of any street or highway so occupied by such railway or railways, such alteration shall be made at the expense of said corporation, with the assent of the councils of the said towns, respectively.

SEC. 20. Said railway or railways may be operated by electricity or any power other than steam, as may be from time to time determined by said corporation, and said corporation shall have the power from time to time and at all times to fix such rates of fare and freight as it may deem expedient: *Provided, however,* that no greater rate than five cents shall be charged for the transportation of any passenger between two points on the line of said corporation in any one town.

SEC. 21. The councils of said towns shall have the power at all times to make such reasonable regulations as to the rate of speed of the cars of said corporation upon its streets and highways and the mode of use of its tracks upon said streets and highways within the limits of said towns, respectively, as public convenience and safety may require.

SEC. 22. Said corporation shall put all streets and highways and every portion thereof over or through which it shall lay rails in as good condition as they were before the same were laid, and shall keep and maintain in repair such portions of the streets and highways as shall be occupied by its tracks, and shall be liable for any loss or injury sustained by any person by reason of any carelessness, neglect, or misconduct of its agents or servants in the management, construction, or use of said tracks or streets; and in case any judgment shall be recovered against either of said towns by reason of any such misconduct, defect, or want of repair, said corporation shall be liable to pay such town or towns any sums thus recovered against them, together with all the costs and reasonable expenditures incurred by them respectively in the defence of any such suit or suits in which recovery may be had. And said corporation shall not encumber any portion of the street or highways not occupied by said tracks, except so far as may be necessary in building, repairing, or operating its railway or railways.

SEC. 23. If any person shall willfully or maliciously obstruct said corporation in the use or operation of its railway or railways, or in the passing of its cars or carriages thereon, such person and all those aiding or abetting therein shall be punished by a fine not exceeding one hundred dollars or by imprisonment not exceeding three months.

SEC. 24. If said corporation or its agents or servants shall unlawfully or maliciously obstruct any street or highway or the passing of any carriage over the same, said corporation shall be liable to a fine not exceeding three hundred dollars.

SEC. 25. Nothing in this act shall be construed to prevent the councils of said towns, respectively, from entering upon and taking up any of the public streets, highways, or bridges traversed by said corporation, for any purpose for which they may lawfully take up the same.

SEC. 26. Said corporation shall have power to purchase and hold such real estate within said towns or either of them as may be convenient or necessary for the purposes for which said corporation is created, and may dispose of and convey the same.

SEC. 27. The town council of any town in which said corporation shall operate any street railway line may at any time apply to the railroad commissioner to establish rules and regulations to be observed by said corporation in the operation of its cars used for the carriage of freight over its lines in the highways in said

town, and said commissioner shall, after notice to said corporation and such hearing as he thinks proper, enter an order establishing such rules and regulations. Either party aggrieved by such order may, within thirty days after the same is entered, petition the appellate division of the supreme court for relief, and the decision of said court shall be final. Said petition shall be preceded by citation to said railroad commissioner in substantially the same form, and a like procedure shall be had, as is prescribed in section 3 of Chapter 187 of the General Laws. And said corporation may carry freight over any line of railway operated by it, in any public highway, subject to the rules and regulations established as in this section provided and in force for the time being.

SEC. 28. If the tracks or rails of said corporation or any part thereof, in any street or highway, shall be abandoned or the use thereof discontinued for any cause within the control of said corporation for the term of one year, the tracks or rails so abandoned or discontinued shall be taken up by said corporation and the street or highway where the same is so taken up shall be put in good repair at said corporation's expense; and if the tracks or rails shall not be taken up within thirty days after notice to take up the same shall have been given to said corporation by the councils of said towns, respectively, said towns may take up the same at the cost and expense of said corporation.

SEC. 29. Said corporation is hereby authorized and empowered from time to time to acquire, by lease, purchase, or otherwise, the property, rights, privileges, and franchises owned, used, operated, or enjoyed without this state by any person or corporation owning, leasing, or operating, or authorized to own, lease, or operate, any street or other railway without this state, and may issue its capital stock, bonds, or other obligations in payment for the property, rights, privileges, and franchises so acquired, and any capital stock issued for such purposes shall be deemed full paid and non-assessable. And this corporation is also authorized and empowered to hold, use, operate, enjoy, and dispose of all property, rights, privileges, and franchises without this state, acquired as aforesaid, subject to such regulations, restrictions, and provisions as to the use and enjoyment of the same as were in force at the time when such property, rights, privileges, and franchises were acquired by said corporation; and any person or corporation holding such property, rights, privileges, or franchises without this state may sell, lease, or otherwise dispose of such property, rights, privileges, or franchises to this corporation, and receive such stock, bonds, or other obligations of this corporation in payment therefor.

SEC. 30. Said corporation is also authorized and empowered to acquire, hold, and dispose of the stock, bonds, securities, and other obligations of any other street railway or railroad company incorporated in any other state, and to issue its capital stock, bonds, or other obligations, at not less than par, in payment

for the same, and stock when so issued, shall be deemed full paid and non-assessable.

SEC. 31. Said corporation is authorized and empowered from time to time to guarantee the stock, bonds, and other obligations, and the dividends and interest thereon, of any street railway, or other corporation incorporated in any other state, and may secure any such guarantee by pledge, pledges, mortgage, or mortgages of its franchises and property, or any part thereof, every such pledge or mortgage to be subject, however, to all the provisions of any contract made under authority of section 32 of this act.

SEC. 32. Said corporation and the Union Railroad Company and any other railroad corporation are hereby authorized to make a contract or contracts securing to the corporation hereby created the right to extend its railway into the town of North Providence, by such route or routes as may be designated in such contract or contracts, to a connection with the lines of the Union Railroad Company or any other railroad corporation now existing or hereafter constructed in said town, and to maintain and operate its railway, when so constructed, in said town: *Provided, however*, that no such contract shall affect the exclusive right which the Union Railroad Company now enjoys in the streets and highways of said town, except as to such streets and highways or parts of streets and highways in which the corporation hereby created is expressly authorized to construct its railway by the terms of said contract. And the corporation hereby created shall have the right to make a contract or contracts with any other street railway company incorporated and operating a line of railway within or without this state to connect its said railway with the railway of such other company, at any point within or without this state, for the delivery of cars, for the carriage of passengers and freight, by said corporation to such other company, and by such other company to said corporation, and for the handling by each of said corporations of passengers and freight traffic coming from or going to the other.

SEC. 33. If said corporation shall not be organized and any capital stock voted by it, as provided by section 2 hereof, shall not be subscribed and at least ten per centum thereof paid in within one year from the passage of this act, this act shall be void and of no effect; and if said corporation shall fail to file an application with the town councils of said towns for the location of the said railway to be constructed by it, on or before January 1, A. D. 1906, or shall fail to build and complete said railroad to be constructed by it, or so much thereof as may be required by said town councils, respectively, in accordance with said application within eighteen months from the approval of said location by said town councils, respectively, the right of said corporation to construct said railway shall cease and determine.

SEC. 34. Said corporation shall be established and have an office or place of business in the city of Providence.

SEC. 35. This act shall take effect from and after its passage.

AN ACT IN AMENDMENT OF AND IN ADDITION TO AN ACT, ENTITLED
"AN ACT TO INCORPORATE THE NEW YORK, NEW HAVEN AND
HARTFORD RAILROAD COMPANY," PASSED BY THE GENERAL
ASSEMBLY AT ITS JANUARY SESSION, A. D. 1893, AND ANY ACT IN
AMENDMENT THEREOF.

[Passed April 14, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. The New York, New Haven and Hartford Railroad Company is hereby authorized and empowered to acquire by purchase, lease, or otherwise, upon such terms and conditions as may be agreed upon, the property, rights, contracts, powers, privileges, and franchises owned, used, operated, exercised, or enjoyed by any railroad company operated wholly or in part by steam power, heretofore incorporated by the general assembly or under the laws of this state, and three-fourths of whose capital stock may at the time of the passage of this act be owned by said New York, New Haven and Hartford Railroad Company. And this corporation is also authorized and empowered to hold, use, operate, exercise, enjoy, and dispose of all property, rights, contracts, powers, privileges, and franchises acquired by purchase, lease, or otherwise, as aforesaid. If this corporation shall acquire by purchase, lease, or otherwise all the shares of capital stock, or all the property, or both, of any such company, it shall be vested with all the rights, privileges, powers, and franchises of such company. And any such corporation owning or holding such property, rights, contracts, powers, privileges, or franchises, at a meeting called for the purpose of taking the same into consideration, upon notice of the time, place, and object of such meeting, published in the city or town in which the principal office of the company is located, in two newspapers twice a week for four weeks, or if all the newspapers published in said city or town be weekly papers, then once a week for four weeks, or if no newspapers be published in said city or town, then once a week for four weeks in some newspaper published in the county in which said city or town is located, after a vote of not less than three-fourths in interest of its stockholders so to do, may sell or otherwise dispose of such property, rights, contracts, powers, privileges, or franchises to this corporation for a consideration to be paid in cash, shares, and obligations of the latter, or in either or any of them.

SEC. 2. Any stockholder of any such corporation owning or holding such property, rights, contracts, powers, privileges, or franchises, whose property and franchises shall be sold, leased, or otherwise disposed of, who shall not assent to such sale, lease, or other disposition of the same, or who shall resist or object thereto, may, at any time within thirty days after the making of such sale, lease, or other disposition, apply by petition to the appellate division of the supreme court, or to a judge of said court in vacation if no such court sits within such period, on reasonable notice to such company, to appoint three disinterested persons to estimate the damage, if any, done to such stockholder by said proposed sale, lease, or other disposition, and whose award, or that of a majority of them, when revised or confirmed by said court, shall be final and conclusive; and the persons so appointed shall also appraise said stock of such stockholder at the full market value thereof, without regard to any depreciation or appreciation in consequence of said sale, lease, or other disposition; and the said company may, at its election, either pay to the said stockholder the amount of damages so found and awarded, if any, or the value of the stock so ascertained and determined, and upon payment of the value of the stock, as aforesaid, the said stockholder shall transfer the stock so held by him to said company, to be disposed of by the directors of said company or to be retained for the benefit of the remaining stockholders; and in case the value of said stock, as aforesaid, is not paid within thirty days from the filing of the said award and confirmation by said court and notice to said company, the damages so found and confirmed shall be a judgment against said company and collected as other judgments in said court are by law recoverable. Said company shall in all cases pay all the costs of proceedings taken under this section for the award of damages and the appraisal of stock, said costs to be taxed by the clerk of the court and to be recovered as other costs are recoverable.

SEC. 3. This act shall take effect from and after its passage.

AN ACT IN AMENDMENT OF AND IN ADDITION TO AN ACT ENTITLED
"AN ACT TO INCORPORATE THE PASCOAG AND PROVIDENCE
STREET RAILWAY COMPANY," PASSED AT THE JANUARY SES-
SION, A. D. 1903.

[Passed April 19, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. The time limited in the original act of incorporation of the Pascoag and Providence Street Railway Company, in which an application for

the location of said railway shall be filed as therein provided, is hereby extended to the first day of June, A. D. 1907.

SEC. 2. So much of the original act of incorporation of said railway company and the amendment thereof as is inconsistent herewith is hereby repealed.

SEC. 3. This act shall take effect from and after its passage.

AN ACT IN AMENDMENT OF AND IN ADDITION TO "AN ACT TO INCORPORATE THE WESTERN RHODE ISLAND RAILWAY COMPANY,"
PASSED AT THE JANUARY SESSION, A. D. 1903.

[Passed April 21, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. An act entitled "An act to incorporate the 'Western Rhode Island Railway Company,'" passed at the January session, A. D. 1903, is hereby amended by adding the following sections:

"SEC. 29. Said corporation, the Western Rhode Island Railway Company, in addition to the rights and powers provided in Chapter 400 of the Public Laws passed at the May session, A. D. 1896, is hereby authorized and empowered from time to time to acquire, by lease, purchase, or otherwise, the property, rights, privileges, and franchises owned, used, operated, or enjoyed without this state by any person or corporation owning, leasing, or operating, or authorized to own, lease, or operate, any street or other railway without this state, and may issue its capital stock, bonds, or other obligations in payment for the property, rights, privileges, and franchises so acquired, and any capital stock issued for such purpose shall be deemed full paid and non-assessable. And said corporation is also authorized and empowered to hold, use, operate, enjoy, and dispose of all property, rights, privileges, and franchises without this state, acquired as aforesaid, subject to such regulations, restrictions, and provisions as to the use and enjoyment of the same as were in force at the time when such property, rights, privileges, and franchises were acquired by said corporation; and any person or corporation holding such property, rights, privileges, or franchises without this state may sell, lease, or otherwise dispose of such property, rights, privileges, or franchises to said corporation and receive such stock, bonds, or other obligations of said corporation in payment therefor. And said corporation may erect, construct, equip, use, operate, and maintain its railway, or any portion thereof, without this state.

"SEC. 30. Said corporation is also authorized and empowered to acquire, hold, and dispose of the stock, bonds, securities, and other obligations of the

Providence and Danielson Railway Company, or of any street railway company incorporated without this state, and to issue its capital stock, bonds, or other obligations in payment for the same, and stock when so issued shall be deemed full paid and non-assessable.

"SEC. 31. Said corporation is authorized and empowered from time to time to guarantee the stock, bonds, and other obligations and the dividends and interest thereon, of the Providence and Danielson Railway Company, and of any street railway or other corporation without this state, and may secure any such guarantee by pledge, pledges, mortgage or mortgages of its franchises and property, or any part thereof, every such pledge or mortgage to be subject, however, to all the provisions of any contract made under authority of law.

"SEC. 32. The capital stock of said corporation shall be two million dollars, divided into shares of the par value of one hundred dollars each. Said corporation may from time to time issue its bonds to the amount of two million dollars, and secure the same by a mortgage or mortgages of its property, rights, and franchises in such sums and to such amounts as it may deem necessary for the purpose of constructing, improving, and equipping its property, and to pay and discharge any indebtedness existing against it.

"SEC. 33. Said Western Rhode Island Railway Company shall file any application for franchises in the streets and highways of any town with the town councils of the several towns in which its construction is authorized, prior to July 1st, A. D. 1906, and if said corporation shall fail to build and complete a main portion of the railroad to be constructed by it, or so much thereof as may be required by said town councils, respectively, in case of any application to said town councils, prior to December 1st, A. D. 1908, the right of said corporation to further construct said railway shall cease and determine.

"SEC. 34. This act shall take effect upon its passage, and all acts and parts of acts inconsistent herewith are hereby repealed.

AN ACT IN AMENDMENT OF AN ACT ENTITLED "AN ACT TO INCORPORATE THE WICKFORD RAILROAD COMPANY," PASSED AT THE JANUARY SESSION, A. D. 1862, AND OF THE SEVERAL ACTS IN AMENDMENT OF AND IN ADDITION THERETO.

[Passed May 9, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. In addition to the powers heretofore granted to it, the Newport and Wickford Railroad and Steamboat Company is hereby authorized to equip,

maintain, and operate its railroad by electricity, and for that purpose may acquire land by purchase for, and erect and maintain, a suitable power station, and may erect and maintain poles, wires, and all other suitable appliances necessary or proper for said purpose, subject to the provisions of the general laws.

SEC. 2. The said corporation shall have the right to enter into such contract or contracts with any person or persons, railroad or street railway company incorporated under the laws of this state, for the equipment, operation, working, or leasing of its said railroad as said corporation may deem advisable, and it shall have the right to sell and transfer its road, franchise, and privileges to any person or persons, or other railroad or street railway corporation incorporated under the laws of this state.

SEC. 3. This act shall take effect on and after its passage.

AN ACT AUTHORIZING THE WESTERLY AND HOPKINTON RAILWAY COMPANY TO CONSTRUCT AND OPERATE A RAILWAY LINE FROM WATCH HILL TO NARRAGANSETT PIER AND FOR OTHER PURPOSES, BEING IN AMENDMENT OF AND IN ADDITION TO "AN ACT TO INCORPORATE THE WESTERLY AND HOPKINTON RAILWAY COMPANY," PASSED AT THE JANUARY SESSION, A. D. 1902, AND OF THE SEVERAL ACTS IN AMENDMENT THEREOF AND IN ADDITION THERETO.

[Passed April 27, 1905.]

It is enacted by the General Assembly as follows:

SECTION 1. The time limited in the original act of incorporation and amendments thereof and additions thereto of the Westerly and Hopkinton Railway Company for the completion of the railroad to be constructed by it is hereby extended to the first day of July, 1908.

SEC. 2. The Westerly and Hopkinton Railway Company, in addition to the powers conferred upon it by said original act of incorporation and the amendments thereof and additions thereto, is hereby authorized to locate, construct, maintain, operate, and use a railway or railways for the transportation of passengers and freight, with convenient single or double tracks, switches, turnouts, and branches for cars or carriages, and with suitable and convenient poles, wires, rails, conduits, and all other necessary machinery, appliances, and appurtenances, in the public highways and elsewhere in the towns of Hopkinton and Richmond and from Watch Hill or vicinity in the town of Westerly and in the towns of Westerly, Charlestown, South Kingstown, and Narragansett, to be operated by

electric or any power other than steam between such points in such highways as shall be fixed by the councils of said towns, respectively, with the assent of said corporation in writing expressed and filed with said councils; and upon and over such streets and highways of said towns as shall from time to time be fixed and determined by the said councils, with the written assent of said corporation filed as aforesaid; and also over and on such other lands in said towns, with the consent of the owner or owners thereof, as such corporation may elect to build its road. And all tracks of said railway in the highways shall be laid at such distance from the sidewalks in said towns, as the said councils, and their orders fixing the route of said railway, may determine: *Provided, however,* that said corporation shall not lay out, construct, use, or continue said railway or railways over or through the highways in said towns unless with the consent of the said councils, upon compliance with such reasonable rules and regulations as said councils may impose, nor shall said railway or railways cross any steam railroad at grade.

SEC. 3. Said corporation may exercise all the rights, powers, privileges, and franchises enumerated in said original act of incorporation and said acts in amendment thereof and in addition thereto, including this present act, in all the towns mentioned in this act.

SEC. 4. Said corporation, in addition to the powers conferred upon it by said original act of incorporation and the amendments thereof and additions thereto, is hereby authorized and empowered to acquire by condemnation, from time to time, such lands and such interests and estates in lands in the towns of Hopkinton, Richmond, Westerly, Charlestown, South Kingstown, and Narragansett as said corporation may from time to time take for its corporate purposes, in the manner provided in an act entitled "An act in amendment of and in addition to an act entitled 'An act to incorporate the Westerly and Hopkinton Railway Company,' " passed at the January session, A. D. 1903, and may locate, construct, maintain, use, and operate its railway or railways, and all suitable poles, wires, conduits, and other appurtenances and appliances of such railway or railways, upon and over the lands so acquired.

SEC. 5. It shall be lawful for said corporation at its election not to operate the railway from Watch Hill or vicinity to be built under the provisions of section 2 of this act during two hundred and fifty days of each year after said railway shall be completed and ready for operation.

SEC. 6. If said corporation shall fail to file an application with the town councils of said towns for the location of said railway or railways to be constructed by it under the provisions of section 2 of this act on or before January 1, A. D. 1908, or shall fail to build and complete said railway or railways to be constructed by it, or so much thereof as may be required by said town councils,

respectively, in accordance with said application, within eighteen months from the approval of said application by said town councils, respectively, the right of said corporation to further construct a railway beyond the terminus of the railway then constructed shall cease and determine.

SEC. 7. Sections 2, 3, 4, 5, and 6 of this act, except so much thereof as relates to the towns of Richmond and Hopkinton, shall be null and void in the event that the Sea View Railroad Company, a corporation organized under a charter granted by the general assembly of the state of Rhode Island, shall construct and begin to operate a railroad from Narragansett Pier to the town of Westerly on or before the first day of July, A. D. 1906, otherwise to be and remain in full force and effect.

SEC. 8. This act shall take effect from and after its passage.

INDEX TO APPENDIX.

ANNUAL RETURNS OF STEAM RAILROADS:

	PAGE.
Boston & Providence	27
Fall River, Warren & Providence.....	36
Moshassuck Valley.....	66
Narragansett Pier.....	54
New England.....	36
Newport & Wickford R. R. & Steamboat Co.....	58
New York, Providence and Boston.....	3
New York, New Haven & Hartford.....	4
Old Colony.....	22
Pawtuxet Valley.....	18
Providence & Springfield.....	45
Providence, Warren & Bristol.....	31
Providence & Worcester.....	14
Rhode Island & Massachusetts.....	41
Wood River Branch.....	62
Woonsocket & Pascoag.....	50

ANNUAL RETURNS OF STREET RAILWAYS:

Columbian.....	103
Cumberland.....	96
Interstate Consolidated in Rhode Island.....	86
Newport.....	89
Newport & Fall River.....	89
Newport & Providence.....	112
Old Colony.....	93
Pawcatuck Valley.....	86
Pawtucket.....	77
Pawtuxet Valley.....	118

ANNUAL RETURNS OF STREET RAILWAYS—Continued.

Providence Cable Tramway.....	83
Providence & Danielson.....	99
Rhode Island Company.....	107
Rhode Island Suburban.....	96
Sea View.....	118
Union.....	73
Westerly & Hopkinton.....	110
Woonsocket.....	80

TABLES.

STEAM RAILROADS:

1. Showing capital, floating and funded debt, receipts, expenditures, and net earnings.....	70
2. Showing miles of road, miles of track, rolling stock, receipts from various sources.....	71
3. Showing passengers and merchandise for year 1905 in comparison with 1904.....	72

STREET RAILWAYS:

4. Showing capital, funded and floating debt, receipts, expenditures, and net earnings.....	122
5. Showing receipts, expenses, and net earnings for 1905 in comparison with 1904.....	123
6. Showing date of organization, miles of track, rolling stock, and passengers carried in comparison with preceding year.....	124

NEW LEGISLATION.

PUBLIC LAWS:

An Act in amendment of and in addition to Chapter 279 of the General Laws, "Of offences against private property." Passed March 21, 1905.....	125
An Act providing for the notice of the pendency of petition of the New York, New Haven and Hartford Railroad Company for the passage of an act in amendment of and in addition to the act incorporating said company, and any act in amendment thereof. Passed March 17, 1905.....	125

PUBLIC LAWS—Continued.

- An Act providing for notice of the pendency of the petition of the Western Rhode Island Railroad Company for the passage of "An act in amendment of and in addition to 'An act to incorporate the Western Rhode Island Railway Company,' passed at the January Session, A. D. 1903." Passed March 28, 1905..... 126
- An Act providing for the notice of the pendency of the petition of Jeremiah P. Robinson and others for the passage of "An act to incorporate the Point Judith Railroad Company." Passed March 30, 1905..... 127
- An Act providing for notice of the pendency of the petition of the Westerly and Hopkinton Railway Company for the passage of an act entitled "An act authorizing the Westerly and Hopkinton Railway Company to construct and operate a railway line from Watch Hill to Narragansett Pier and for other purposes, being in amendment of and in addition to 'An act to incorporate the Westerly and Hopkinton Railway Company,' passed at the January Session, A. D. 1902, and of the several acts in amendment thereof and in addition thereto." Passed March 31, 1905..... 127
- An Act to incorporate the Point Judith Railroad Company. Passed April 18, 1905..... 128
- An Act to incorporate the Worcester and Providence Street Railway Company. Passed April 11, 1905..... 133
- An Act in amendment of and in addition to an act entitled "An act to incorporate the New York, New Haven and Hartford Railroad Company," passed by the General Assembly at its January Session, A. D. 1893, and any act in amendment thereof. Passed April 14, 1905..... 142
- An Act in amendment of and in addition to an act entitled "An act to incorporate the Pascoag and Providence Street Railway Company," passed at the January Session, A. D. 1903. Passed April 19, 1905..... 143
- An Act in amendment of and in addition to "An act to incorporate the Western Rhode Island Railway Company," passed at the January Session, A. D. 1903. Passed April 21, 1905..... 144
- An Act in amendment of an act entitled "An act to incorporate the Wickford Railroad Company," passed at the January Session, A. D. 1862, and of the several acts in amendment of and in addition thereto. Passed May 9, 1905..... 145

PUBLIC LAWS—Concluded.

- An Act authorizing the Westerly and Hopkinton Railway Company to construct and operate a railway line from Watch Hill to Narragansett Pier and for other purposes, being in amendment of and in addition to "An act to incorporate the Westerly and Hopkinton Railway Company," passed at the January Session, A. D. 1902, and of the several acts in amendment thereof and in addition thereto. Passed April 27, 1905..... 146.



160916
385.374 Rhode Island. Railroad commissioner.
P475 Annual report. 1905
HOPKINS RAILWAY

LIBRARY

DATE

NAME

DATE

NAME